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Blueprint For
Wreck Cleanup

June 8, 1959

RAILWAY AGE *weekly*

Santa Fe tries new treatment on roadbed...

Hot Asphalt On Ballast

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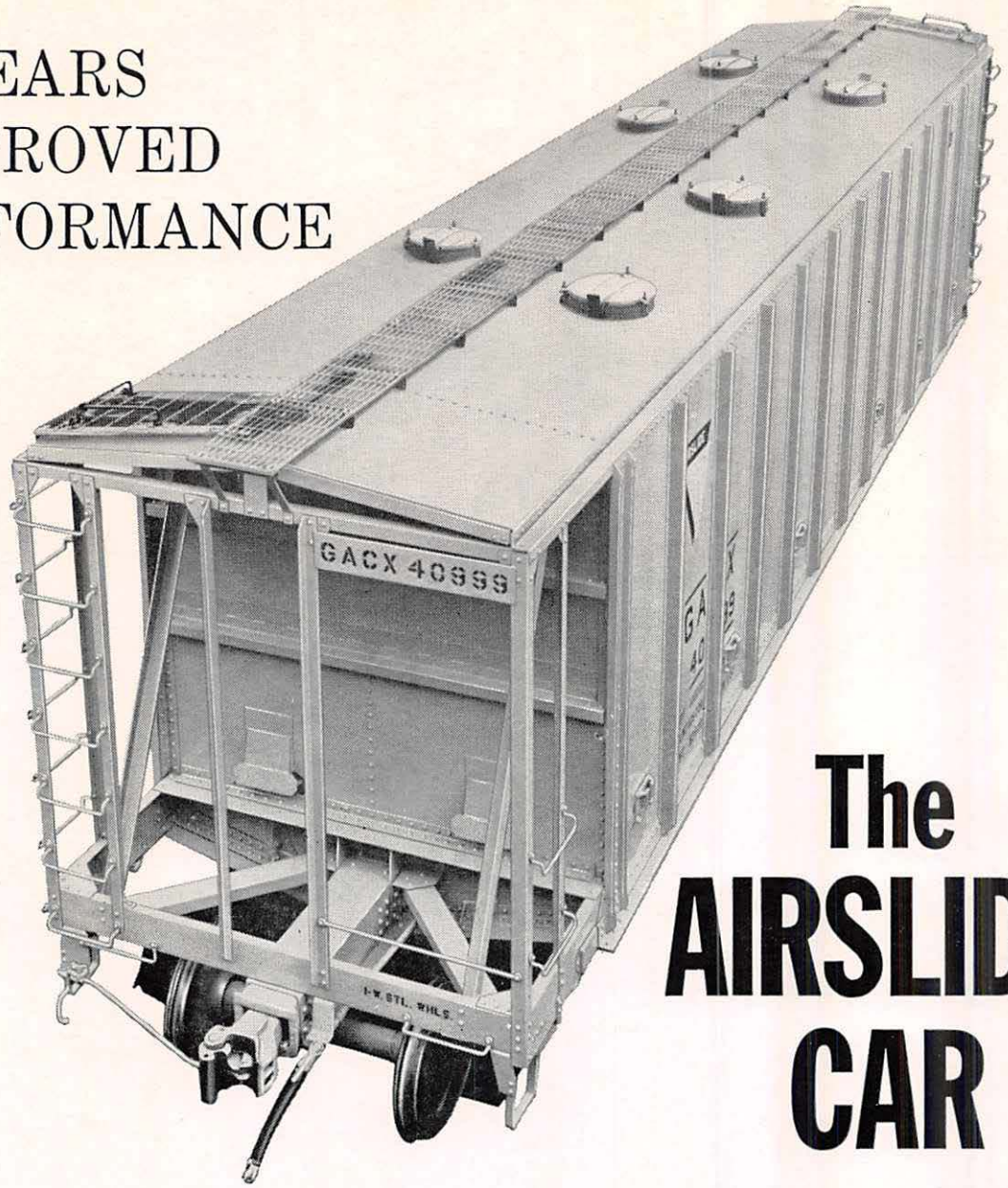

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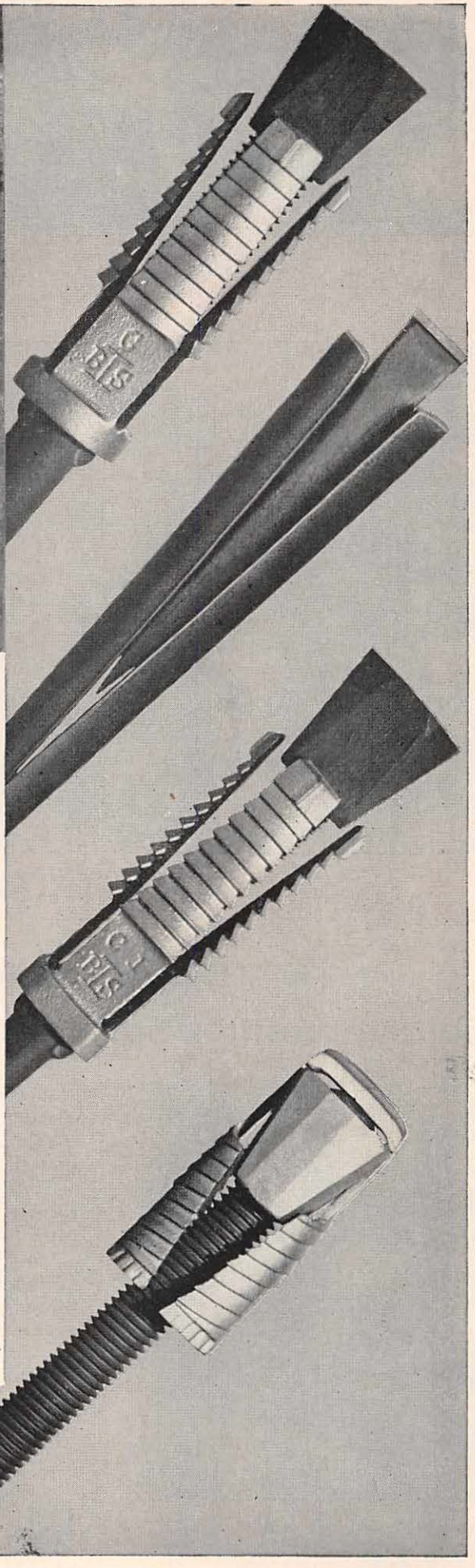

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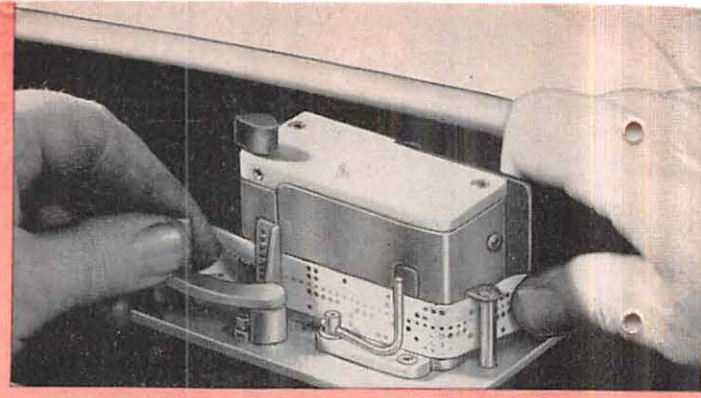
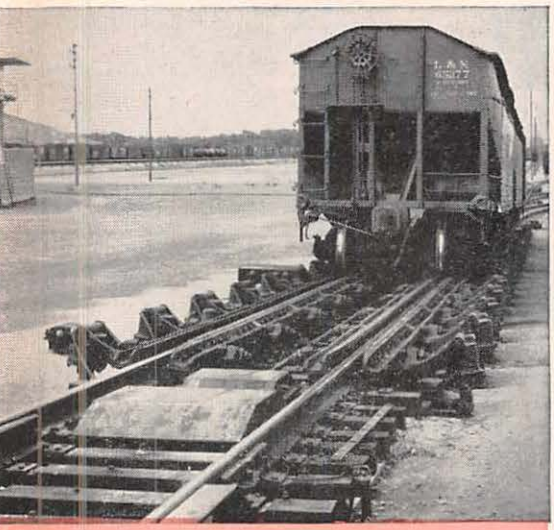
New U-type console arranged to facilitate over-all yard coordination. Panel contains miniature track diagram, indicator and tape feed for programed switching system, CAR-PACITY indicators, and finger-tip controls for supervisory action.



Programed Switching: This Union development permits an operator to classify an entire train with a perforated tape containing track destination of each cut, which sets up the required routes automatically.

2,000 cars a day can be handled by the Hills Park automatic freight yard in northwest Atlanta. It has 24 tracks with space for 16 more. Customers get faster deliveries with less damage to lading.

New VELAC® Automatic Yard Installation cuts classification time . . . reduces impact damage



Radar control of retarders, directed by an electronic computer, holds coupling speeds to less than 4 mph to eliminate impact damage.

A freight car coming into the new Hills Park Yard of the L & N can be uncoupled from its train and coupled to a new train in less than an hour!

This is quite an accomplishment when there are hundreds of cars moving through the yard. In an ordinary freight yard, it would take much longer.

The time saved at Hills Park Yard gets trains rolling sooner to make close connections—or even permits advancing connection times—to provide faster and better service to shippers.

It's all done with Union Switch & Signal's new VELAC Fully Automatic Classification Yard System. After a car rolls over the hump, the VELAC System takes control. All classification and retarder functions are performed automatically.

The Hills Park Yard represents railroad automation at its best. No railroad can stand still. It must anticipate the needs of the present—and the future. That is why this L & N Yard came into being. It will speed the movement of freight not only in the Atlanta area, but to the whole South.

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RAILWAY AGE *weekly* June 8, 1959 • Vol. 146, No. 23

Week at a Glance

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Superintendent's role defined ..... p. 9

Maintaining good customer relations is an important part of a superintendent's job today. How this can be accomplished was discussed at last week's AARS convention in Chicago.

B&O daylights tunnel under traffic p.13

The entire operation—which saved money and removed a clearance restriction—caused only a few minor delays to trains. Company forces did the job.

Cover Story—How planning speeds wreck cleanups p.18

Advance planning to handle emergencies is a sure way to get things moving again quickly and economically. Here's how the D&H has organized to take care of crises.

Cover Story—Santa Fe tests hot asphalt on ballast p.22

The procedure, it is hoped, will prolong the life of roadbed. The equipment used consists of two experimental units developed jointly by the AAR and the Asphalt Institute. The units are available to railroads on a free-loan basis.

MP automates P&S procedures p.32

The road's new mechanized system is built around IBM's Ramac 305. MoPac claims an industry "first" in the use of electronic data processing equipment for the complete procedure of inventory control and material accounting.

The Action Page—ICC prescribes—Now let's do it p.38

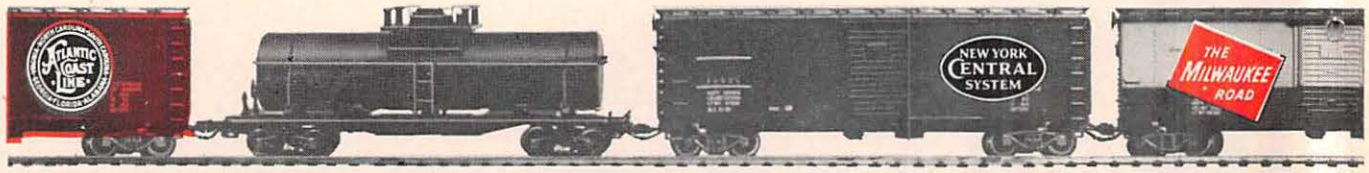
The Commission has pointed out what must be done, and by whom, to restore passenger service to health. Whose job is it to exercise the necessary leadership? Our hope is that railroad managements, with unions cooperating, will lead off.

Short and Significant

Net income gain of $113,500,000 . . .

is estimated for Class I railroads for this year's first four months. The estimated net is $161,500,000 compared with $48,000,000 for the first four months of 1958. The AAR statement also shows April's estimated net income up $45,000,000—to $62,000,000 from April 1958's $17,000,000. Rate of return for the 12 months ended with April was 3.18% compared with 2.73% for the previous 12 months. A new feature of the AAR statement is the inclusion of comparable figures for 1957. Net income for the first four months of 1957 was $224,000,000; for April 1957, $61,000,000.

These are some of the railroads which have



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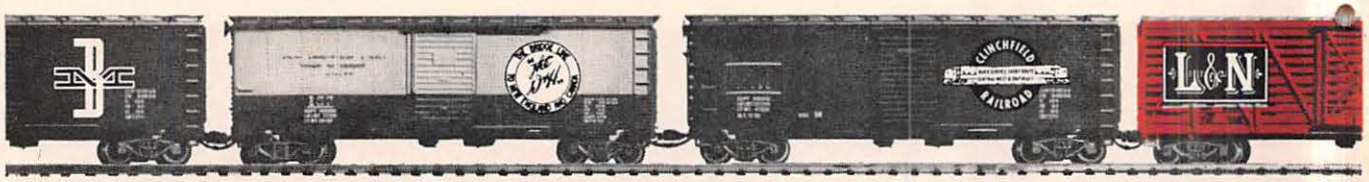

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Other U. S. & Foreign Patents Applied For

Week at a Glance CONT.

Current Statistics

Operating revenue	
4 mos., 1959	$3,246,567,038
4 mos., 1958	2,984,176,169
Operating expenses	
4 mos., 1959	2,561,979,109
4 mos., 1958	2,484,072,291
Taxes	
4 mos., 1959	342,591,970
4 mos., 1958	279,958,086
Net railway operating income	
4 mos., 1959	237,231,017
4 mos., 1958	122,162,247
Net income, estimated	
4 mos., 1959	161,500,000
4 mos., 1958	48,000,000
Average price railroad stocks	
June 2, 1959	110.46
June 3, 1958	77.99
Carloadings revenue freight	
Twenty-one wks., 1959	12,652,652
Twenty-one wks., 1958	11,283,075
Freight cars on order	
May 1, 1959	35,479
May 1, 1958	32,908
Freight cars delivered	
4 mos., 1959	10,964
4 mos., 1958	23,604

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A nuclear tie tester . . .

has been developed by the New York Central. The new device probes for hidden flaws in wooden crossties with gamma rays. A dial mounted on the portable nuclear instrument indicates immediately whether a tie needs replacing. The tie tester was developed by NYC's Cleveland research center and constructed by the Nuclear Science and Engineering Corp., Pittsburgh.

Cotton Belt passenger service will end . . .

July 1 unless the ICC suspends the service-abandonment notice issued by that road under provisions of the 1958 Transportation Act. The notice announces the road's plan to drop the only regular passenger trains it now operates—Nos. 7 and 8 between St. Louis, Mo., and Pine Bluff, Ark. Statements filed with the Commission show that the trains were operated at a 1958 loss of $570,365, and at a loss of $142,841 for this year's first three months.

Coach and parlor car fares . . .

will be cut to bus-fare levels June 10 on C&NW's "Twin Cities 400" and "Dakota 400" operating between Chicago and Minneapolis-St. Paul. Dining car prices will also be reduced—$1.25 for lunch or dinner. C&NW, which hasn't been optimistic about its long-haul passenger business, hopes the moves will produce heavy increases in patronage.

Alcoa's new aluminum freight-car bearing . . .

will soon be under test. The AAR okayed application of 100 car sets of a special aluminum-pin alloy lined bearing to captive cars.

Cost of diner dollars . . .

seems to be stabilizing. They cost $1.46 each in 1958, the same as in 1957. That's the way the ICC's Bureau of Transport Economics and Statistics figures it for Class I roads. In other words, the bureau calculates that the ratio of diner and buffet expenses to revenues from those services was 146.2 in 1958 compared with 146.1 in 1957. The aggregate 1958 loss from diner and buffet services was $25,400,000, down 11.5% from 1957's $28,700,000.

Labor support for the N&W-Virginian merger . . .

has come from the United Mine Workers. Michael F. Widman, Jr., assistant to the UMW president, will make a favorable presentation at ICC hearings on the proposal. He said in Washington last week that the merger would be in the national interest and would help the coal industry provide greater job opportunities in the coal fields. Railroad labor unions are opposing the merger.

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Superintendent's Role Defined

Maintaining close ties with shippers is an increasingly important part of the superintendent's job, AARS convention is told. Reason: the customer must be "the key to our thinking and acting."

► **The Story at a Glance: The role of the superintendent as a customer service man continues to grow. A railroad president and an industrial traffic manager last week stressed the point that the superintendent's work with the shipper:**

- **Can well be the superintendent's most important contribution toward his road's efforts to secure more traffic.**
- **Can give the shipper a powerful tool for providing good service to his own customers.**

The customer relations angle, discussed at the annual meeting of the American Association of Railroad Superintendents in Chicago, dovetailed with the thinking of an association committee which found that "there should be close contact between the operating people and their customers . . . All of us must work diligently to make the customer the key to our thinking and acting."

"Never before has the observance of the axiom of any successful business—product excellence and production economy—been so important to the future welfare of the railroads. And the ultimate accomplishment of this aim is at the division level."

With that keynote, G. P. Brock, president of the Gulf, Mobile & Ohio, brought home to the superintendents their responsibilities in providing a service the shipper will use at a cost the railroad can bear.

He urged the superintendents to maintain close personal relationships with shippers:

"Taking time to meet the patrons whom you serve and to discuss with them any transportation problems which may have arisen can well be the most important contribution toward your railroad's efforts to secure additional traffic . . . The only justification for the existence of a railroad is to serve well its customers."

GM&O's president also bore down on the economy factor. The cost of service, he pointed out, "is generally reflected in the rate. That's why useless expenses in railroad operations should be eliminated. That's why we should not be forced to pay employees for work which they do not perform, or to work and pay employees for whom there is no need. Railroad costs, including wages, have risen faster than productivity. That works to the advantage of no one but our competitors—and if it is not discontinued it will play a large part, if not the most important part, in sweeping the last fortress of private enterprise off the face of the earth.

"We would do well to keep in mind that there are more jobs in transportation in America today than at any time in the history of the nation—and traffic is forced to follow the low cost route . . .

"There is no place in this industry today for wasteful methods and procedures. In operations look hard and critically at every dollar you spend—you'll never see it again. Was it a good dollar? Did you accomplish your objective? Could you make it earn more if you had it to spend over again?"

James Ramsey, Jr., general traffic manager of U. S. Steel's American Steel & Wire Division, seconded Mr. Brock's comments on the superintendent's role in serving the shipper.

"While you [superintendents] depend on us for freight, it is equally true that we depend on you for service. Without that service we cannot effectively serve our customers. The superintendents who truly understand this are making it possible for us to make greater use of their railroad rather than some other railroad, or, even more pertinent, some

The Job Ahead: A Bigger Share of the Market

"Our problem is a very specific one, that of bringing the railroad industry to a sound basis, to an increasing share in the total handling of goods rather than a decreasing share.

"I feel that perhaps the next five and certainly the next ten years will determine the future of the railroad industry. It is so indispensable that, of course, it will have to be maintained. But it can be maintained by private enterprise only if it can continue to be self-sustaining and reasonably profitable.

G. P. Brock

"We are going to have to meet our competition with every skill and every weapon at our command. We shall have to solve problems in transportation costs as expressed in freight rates, special equipment to meet special transportation needs where it can be furnished on a remunerative basis, and the more efficient utilization of manpower so that savings will not be dissipated in payments for work not performed."

—G. P. Brock, President, GM&O

other mode of transportation."

Mr. Ramsey noted several points bearing on the service factor:

- In-plant car handling — "The placement of empty cars and removal of loads from a shipping platform on a scheduled basis borders on being mandatory."
- Continuous movement of line-haul traffic—"Expeditious movement of outbound trade shipments and inbound raw materials through connections minimizes bunching at destination and permits the resulting advantages of minimum demurrage and car handling costs."
- Car supply—"We hear you when you tell us that money is not available during slow times and your maintenance and car-buying programs must be deferred. I say, we hear you, and we are sympathetic, but history proves the unwiseness of postponing . . . We in industrial traffic would like to see better planning for a continued supply of railroad equipment to protect our needs at any business level."

Cost Reducer for Shippers

- Specialized equipment—It costs a little more, it may give troublesome empty return moves. But "industry requests specialized equipment only when such equipment will reduce costs. It is one area where, in effect, the freight cost to shippers can be lowered without prior approval of any regulatory body. It's also possible that this equipment, if the cost savings are significant, can result in a guaranteed 100% rail movement."

O. H. Zimmerman, vice president operations of the Illinois Central, didn't disagree with these views on the superintendent-shipper relationship. But he did expand the superintendent's "public" to include employees, owners of the company, neighbors in the community, travelers, suppliers, schools, press-radio-TV, government, financial analysts and "John Q. Public in a hundred different forms."

"At any one moment," he commented, "any of these publics . . . can be the single most important."

He said conditions today "call for a much different type of man to be a superintendent. His problems in large part are different from those faced by his predecessor. Actual operation is not as big a part of the life of today's superintendent . . . He is called upon to interpret the philosophy, policy and objectives of the company [and] many

(*Continued to page 34*)

Watching Washington *with Walter Taft*

- **TRANSPORT STUDY** at the Department of Commerce won't be directed by a railroad financier after all. Armand G. Erpf, partner in the New York firm of Carl M. Loeb, Rhoades & Co., has told Secretary Strauss to remove his name from the list of those being considered for the job.

THE PROPOSED ERPF APPOINTMENT was revealed while the Senate's Interstate Commerce Committee was holding hearings on Secretary Strauss' own appointment by President Eisenhower. It was seized upon by senators opposing Mr. Strauss to bolster their case against Senate confirmation of the secretary. They cited railroad holdings of Mr. Erpf and his firm and contended that the government study should not be directed by one with such ties to any form of transportation.

MR. ERPF'S WITHDRAWAL came last week by radiogram from the "Liberté" on which he was en route to Europe. It was based on his feeling that his usefulness in the study was being impaired. He also said he was distressed that "erroneous inferences" may have caused the secretary embarrassment.

THE STUDY is that announced by President Eisenhower in his budget message of last January. When the controversy over Mr. Erpf arose, the Commerce Department denied that the financier had been selected to "head" the inquiry. It said he was "one of a number of experts who have been sounded out" to represent the various aspects of transportation. It also said Dr. Ernest Williams, professor of transportation at Columbia University, had been selected sometime ago to "manage" the study.

- **TRUCKERS ARE WORRIED** about the recent decision of the ICC's Division 3, which approved some forwarder volume rates published by Western Freight Association. The rates apply on shipments of 20,000 to 30,000 lb moving in railroad cars from official territory to the Pacific coast.

THE ICC CLEARANCE came in a report which gave only routine treatment to the controversial tariffs involved. The case is one of eight parts of a proceeding (I&S No. 6993) which embraces various other forwarder rate proposals. Division 3's report said the issues it disposed of were not related to those raised in the proceeding's other seven parts. These will be disposed of in a separate report.

FORWARDERS SEEM HAPPY about the decision. Basically, the truckers' complaint is that Division 3 was too casual in overriding previous Division 2 decisions which motor carriers had considered victories in their war against tariffs designed to expand the scope of forwarder operations. Exceptions to Division 3's report will be filed by the National Motor Freight Traffic Association.

- **PENALTY PER DIEM BILLS** are favored by some railroads. It was reported erroneously here last week that "the railroads" oppose this proposed legislation which would give the ICC power to raise per diem rates to expedite freight car movements, or authorize it to consider the earning power of freight cars in fixing the rental charge. The official AAR position has been one of opposition, but that position is now being reviewed by a committee of the association's board of directors.

Where railroad progress is cast in steel....

MODERN FREIGHT CAR SERVICE REQUIREMENTS *DEMAND* GENERAL STEEL UNDERFRAME ENDS

The critical area is within the orange circle and it is here that General Steel engineers have designed a casting with metal distributed to the exact point where it is needed to eliminate failures in critical stress areas.

Railroad maintenance costs are high, and revenue is lost unnecessarily due to underframe failures. These failures occur in the underframe ends as a result of stresses created by longer and faster trains, plus the unusually rugged service required in the handling of cars.

General Steel has conducted an extensive cross-country inspection of 5000 freight cars built since 1940 which points out serious failures that could have been avoided by the use of cast steel underframe ends.

Cost-conscious railroad men are eliminating such problems by equipping new and rebuilt box cars, refrigerator cars and other freight equipment with General Steel one-piece, cast steel underframe ends. These ends have increased impact resistance in critical areas, eliminating body bolster failures . . . they resist rust and corrosion, and provide infinitely longer freight car life with practically no upkeep costs.

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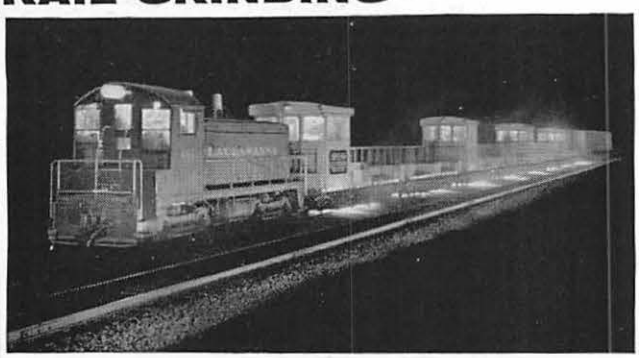

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Tunnel Removed Under Traffic

The Baltimore & Ohio saved money and removed a clearance restriction by daylighting a tunnel that needed repairing. The entire operation was carried out under traffic, with only a few minor delays to trains.

It was estimated that repairs would cost about $55,000. The estimated cost of converting the tunnel to an open cut was $38,000. Conversion also would eliminate the need for further tunnel maintenance.

The work was done entirely by company forces and with equipment already available on the railroad. The tunnel—No. 20, at Petroleum, W. Va.—is the first to be eliminated by B&O forces. It is one of 128 tunnels, totaling 23 miles in length, through which the B&O operates. Most were built more than 100 years ago.

Because of today's larger rolling stock, Tunnel No. 20 presented a clearance restriction, which was eliminated by the daylighting project. The clearance restriction complicated the removal of the tunnel because it prevented use of a shield.

"Daylighting a tunnel under traffic ordinarily is a ticklish undertaking," said D. H. Dayett, Jr., when describing the procedure used. "One bad shot over it can rupture the lining and bring tons of rock and earth down onto it. Then you've blocked your railroad." Mr. Dayett is probably the only railroad man in the country with the title of engineer of tunnel maintenance.

Tunnel No. 20, built in 1856, was a single-track bore, 254 ft long, lined with cut sandstone. Some of the original lining had been replaced with brick. The tunnel lining and portals needed further repairs.

The daylighting operation was started December 1, 1958. Plans called for removing all earth, rock and the tunnel lining to subgrade elevation and for 24 ft on each side of the center line of track.

Provision was made for side ditches wide enough to be cleaned by off-track equipment. Cut slopes were to be ¾ to 1 in the rock excavation, and 1.5 to 1 in the earth overburden.

The first step was to clear the land and remove the earth overburden. The rock was then removed to a point 8 ft above the tunnel arch by alternately shooting the east and west faces. Each blast was designed to remove 10 ft of material from the entire face.

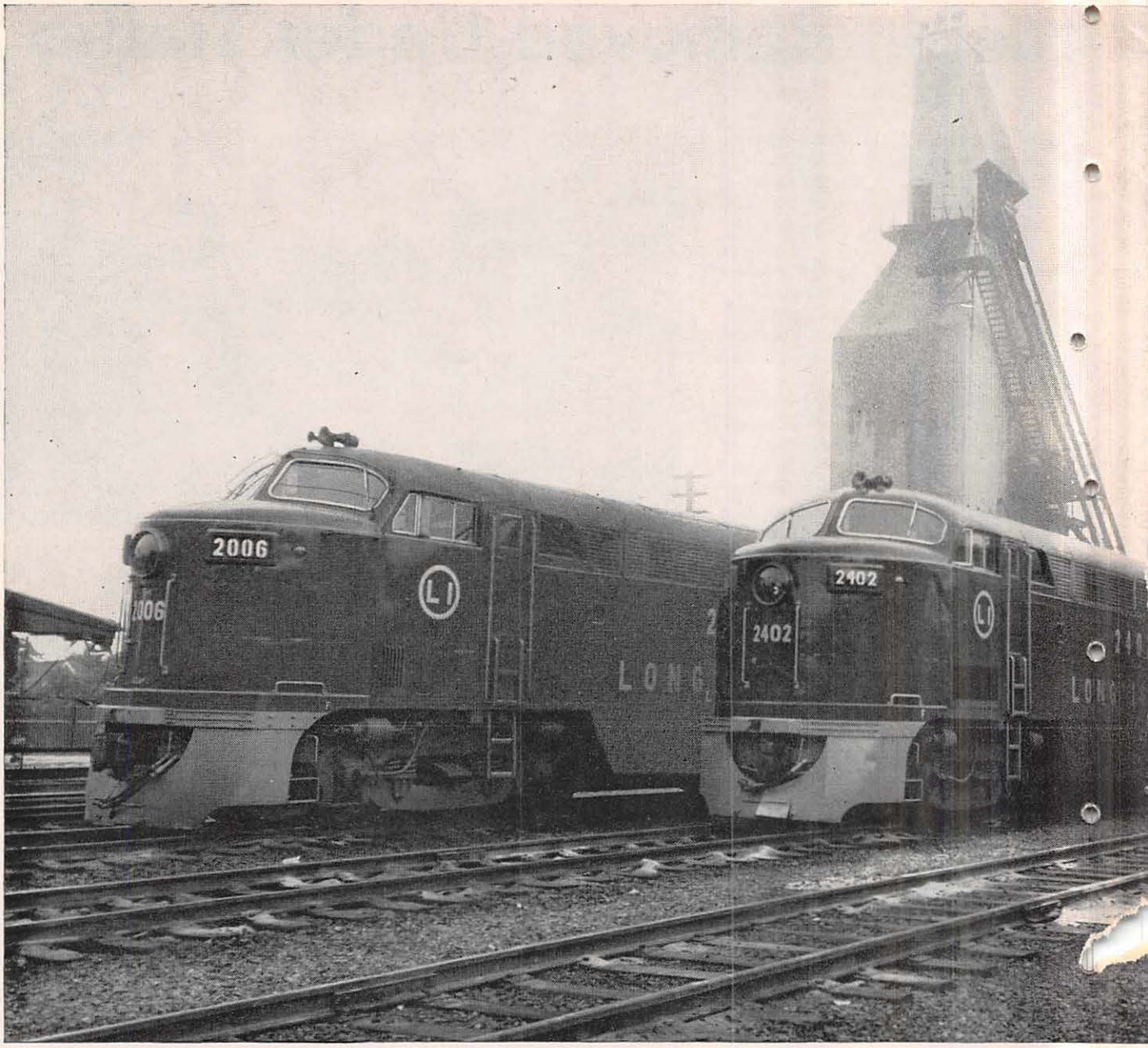
Ordinarily, holes for the dynamite were drilled vertically, 4 ft apart, in rows parallel with the face and for

(*Continued on page 26*)

OVER 100 YEARS OLD, Tunnel No. 20 was converted under traffic to an open cut. This photograph was taken during the final stages of the work when only about 80 ft of the tunnel remained in place.

DETONATION OF EACH CHARGE deposited tons of rock in front of the tunnel opening. Equipment moved in quickly to clear the rubble away before the next train was due.

TUNNEL LINING was drilled for blast holes. These were detonated at the same time as the other blast holes, which were drilled as deep as 25 ft to remove rock to the subgrade level. Drilling of blast holes was done with both hand-held and wagon-type drills.



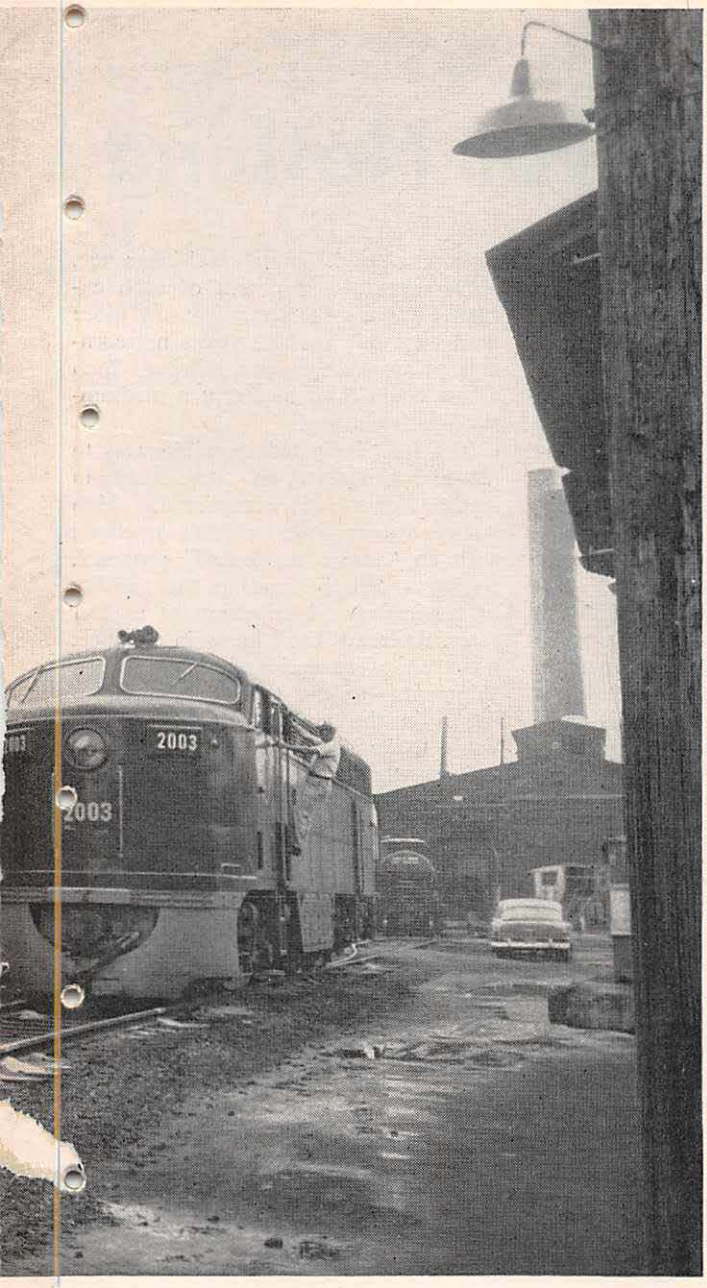
Busiest passenger road goes Gulf, keeps engines clean.

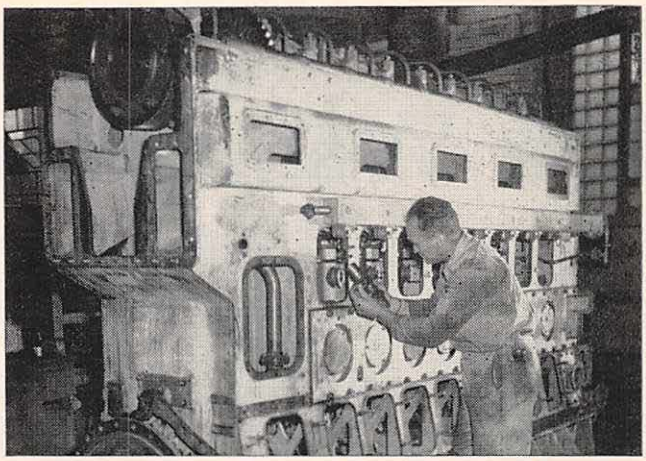
GULF MAKES THINGS

The Long Island Rail Road is the nation's busiest passenger railroad. It operates between New York City and points east on Long Island. The daily cargo is 260,000 human beings and 650 trains a day are required to get them to work and back on time.

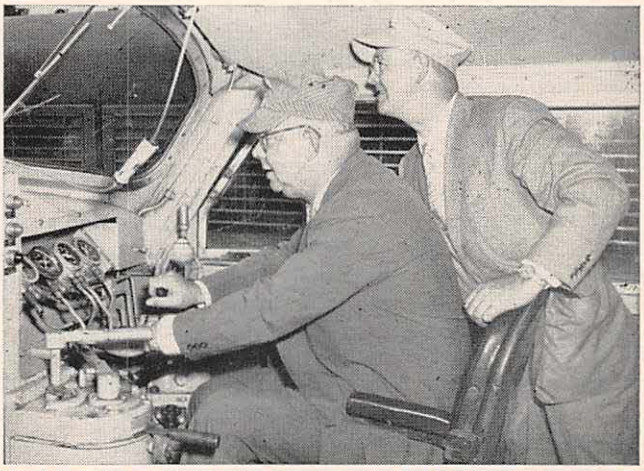
"To keep our commuters happy, and our costs down, we keep our engines running cleaner through a hard-nosed system of preventive maintenance which includes lubrication with Gulf Dieselmotive 78 oil. The system paid off recently when the best yearly on-time record of any railroad in the New York area was made with 97.9% of our 650 daily trains arriving on time."

That's the word from Mr. P. H. Hatch, Chief Mechanical Officer, who stated that this record was achieved by switching the emphasis from repairs after break-downs to systematic preventive maintenance. These engines are now on a 3, 6 and 12-year repair cycle. At overhaul time, the engines show remarkable freedom from sludge and deposits and this is attributed to the superiority of Gulf Dieselmotive 78, which is used in all Long Island Rail Road locomotives.





Free of sludge and deposits when disassembled. That's the report on this 8-cylinder, 1600 HP engine. The Long Island keeps all its engines running clean through preventive maintenance and Gulf Dieselmotive 78.



Gulf man checks out No. 2402. Seated at the controls is C. P. Soffel, Long Island's Chief Diesel Inspector. With him in the cab is M. C. Prentiss, a former railroader himself and now Gulf's representative calling on the Long Island Rail Road.

Ready to roll are 3 of the 76 locomotives of the Long Island Rail Road, all lubricated with Gulf Dieselmotive 78. Flanking No. 2402, a 2400 HP, 12-cylinder freight locomotive, are two FM, 2000 HP, 10-cylinder passenger locomotives.

costs down, achieves 97.9% on-time record . . .

RUN BETTER!

Results have proved that a good decision was made in favor of preventive maintenance. Engine failures are drastically reduced. Maintenance costs are down and passengers are getting better service than ever. The change to Dieselmotive 78 played an important part in these results.

How about *your* engine lubrication and maintenance? See how Gulf makes things run better. For more information on Gulf Dieselmotive 78—or on Gulf Dieselect, the clean-burning fuel, or on Gulfcrown R.R. Grease—call your nearest Gulf office or mail coupon.

GULF

GULF OIL CORPORATION
Dept. DM, Gulf Bldg., Pittsburgh 30, Pa.
Send more information on ☐ Gulf Dieselmotive 78 oil. ☐ Gulf Dieselect. ☐ Gulfcrown R.R. Grease.

Name_____

Title_____

Company_____

Street_____

City_____ Zone_____ State_____

RA-5284

THE CONTINUING **OUTRAGE**

RRs Wait 4 Years—For Nothing

A Long Time to Say 'No'—In 1955 the railroads and common carrier truckers asked ICC authority to make an additional charge for all freight shipments of exceptionally high value. Now, in 1959, after almost four years of meditation, the Commission has concluded that the law doesn't allow it to grant such permission.

If the ICC doesn't have the power to grant a request like this, then it certainly cannot be criticized for not acceding to it. But, surely, such a simple question—whether or not the law gives the ICC this authority—could have been answered by a capable lawyer in a few days, or even in a few hours.

This question is of vital importance to the common carriers. There are a lot of new gadgets coming along nowadays (including the electronic and atomic) which have exceptionally high value—but practically all these products fall into existing freight classifications which were established for articles of relatively low value.

The cost of insurance is a part of the cost of transportation. It is unjust as well as uneconomic to make the same freight charge for a shipment valued at $5 per lb, as for one valued at $1 per lb or less. The railroads and the truckers proposed that their regular rates apply on shipments valued up to $3 per lb, but that they be permitted to make an extra charge of 10¢ for each $100 added valuation, above the $3 maximum.

Just consider this case. A few weeks ago there was a great to-do in the newspapers and on television about the "first atom-powered merchant ship." There were pictures of the atomic "reactor" being delivered by rail to the ship's side at Camden, N.J. The TV news announcer called attention to the care with which this reactor had to be handled, he said, "because it is worth $10,000,000."

Well, the railroad that handled this reactor was running quite an insurance risk, with such a valuable shipment in its hands—but it did not get one cent of additional compensation for this extra insurance risk. The charge for transportation was somewhat higher than ordinary—not because of the risk involved, but because the reactor was so big that it had to be routed circuitously and expensively to avoid narrow "clearances."

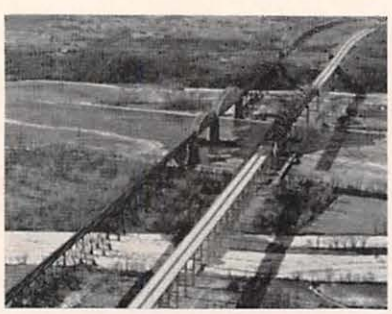
With these extra charges for routing, the total bill for moving this 253,760-lb reactor from mid-Ohio to Camden, N.J., was $3,194. Yet here was a shipment which, if damaged, might have cost the railroad up to $10,000,000. If the premium charge the railroads proposed—10¢ for each $100 of value in excess of $3 per lb—had been applied in this case, the railroad would have received $9,239 in extra revenue—for which, perhaps, it might have purchased some special insurance.

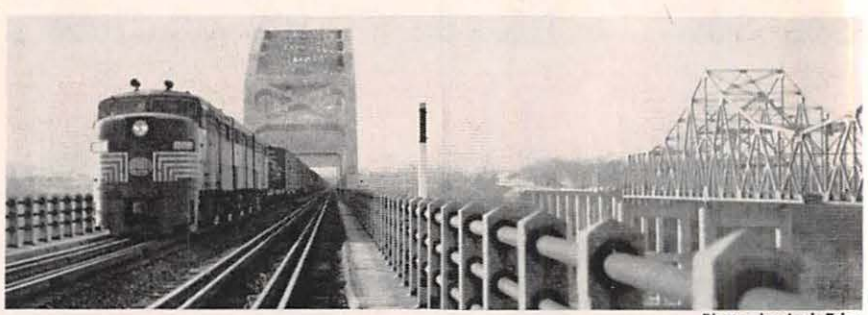
Damage to a shipment of such excessive value as this might easily more than wipe out a whole year's net earnings of an average-sized railroad. Such a loss could even bankrupt a medium-sized railroad.

The ICC indicated its willingness to consider permitting an extra charge in specific cases of exceptionally high valued articles, but wouldn't go along with an "across the board" proposal, setting a definite limit to the liability of carriers on all shipments at regular rates. Railroads can't know in advance, however, of exceptionally high valued shipments—unless, there is some provision in the tariff to require excess value to be declared.

Since the ICC cannot (or, at any rate, will not) give the carriers this necessary protection, they will now have to try to persuade Congress to change the law. But four years have been lost—during which time the carriers have been forced to take risks of ruinous losses. The danger of these losses continues—and runs into hundreds of thousands, and even millions, of dollars on a single shipment. As Commissioner Arpaia said in a dissenting opinion: "There is not enough 'fat' in the profits of carriers today to cover such risks."

Whatever shortcomings the ICC may suffer, jumping to conclusions is not one of them.

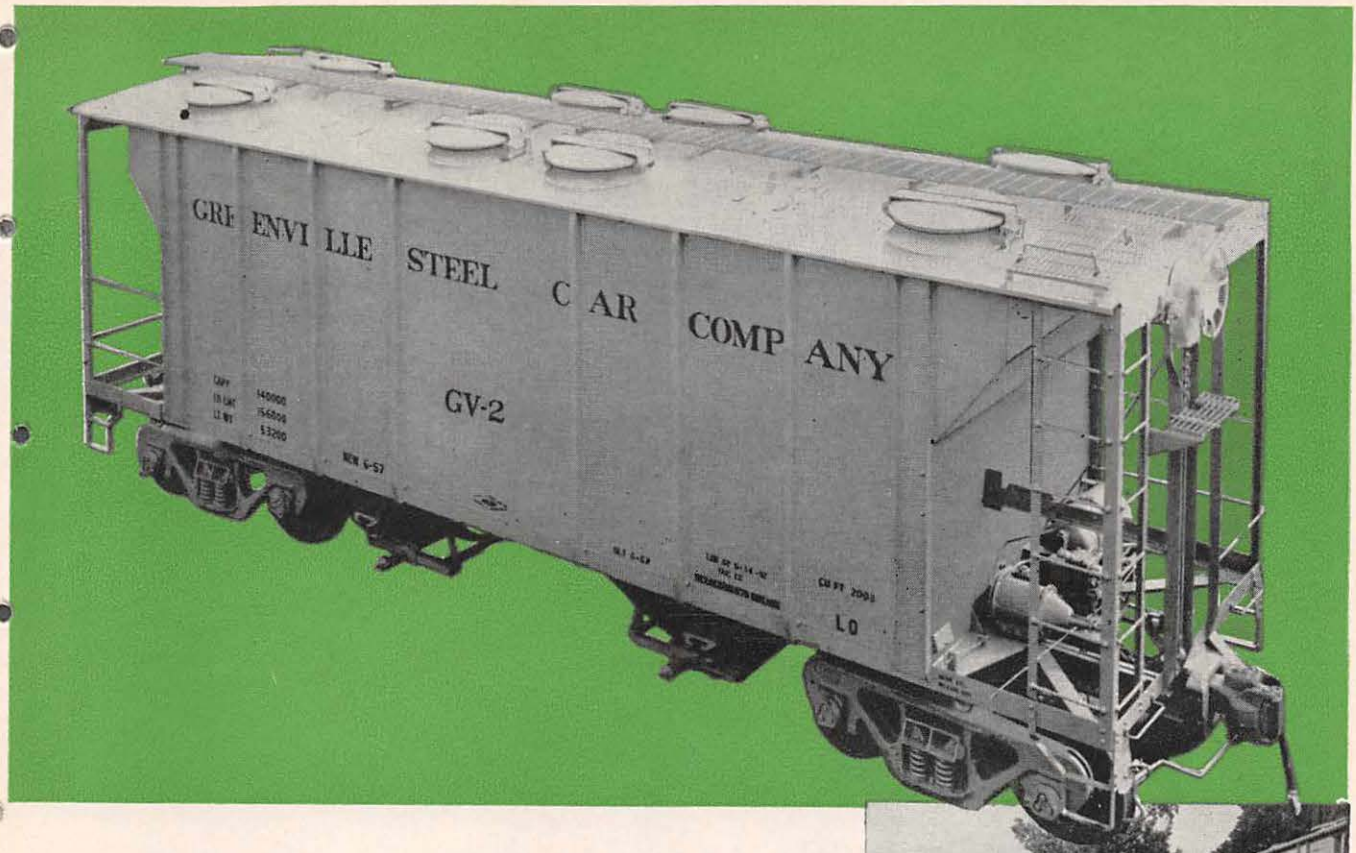




Photos by Jack Eden

Rail and Road: Tax-Payer vs the Tax-Free

Rails and highways are getting more alike all the time, except in ownership and tax responsibility. These two pictures show how New York Central's historic Castleton Cut-Off freight route is paralleled by the New York Thruway's new mile-long bridge between Castleton and Selkirk, N.Y., about eight miles south of Albany. The new bridge makes available to Thruway patrons a continuous 509-mile superhighway from Boston via the Massachusetts Turnpike to Ripley on the New York-Pennsylvania border southwest of Buffalo. Among the users when the new bridge section opened May 26 were six trucking concerns now taking part in a test of "double-bottom" 98-ft trailer rigs on the two toll roads (RA, Feb. 16, p. 52). A final decision on permanent operation of these tandem trailer rigs is expected within the next month and is likely to be favorable.



Pacesetter

70-TON COVERED HOPPER

low initial cost . . . low operating cost

Standardize on the Greenville Pacesetter 70-ton covered hopper. It's a time-tested, field-proved, rough, tough car that costs less and cuts operating costs when in use. High speed, deep penetrating automatic welds give you added waterproofing qualities when handling cement, potash and similar dry cargo. This is one of four Pacesetter package units in service. Others are flats, gons and hoppers. Planning car purchases? Get the facts today. No set of bids is complete without the figures on the Greenville Pacesetters.

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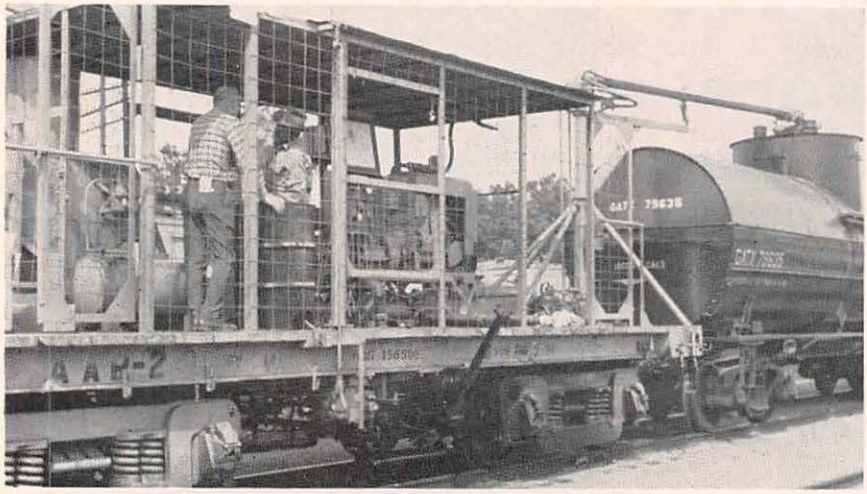
GREENVILLE

THE GREENVILLE STEEL CAR

STEEL CAR COMPANY
Subsidiary of Pittsburgh Forgings Company
GREENVILLE, PENNSYLVANIA
48 Years of Experience

SF Tests Asphalt on Ballast



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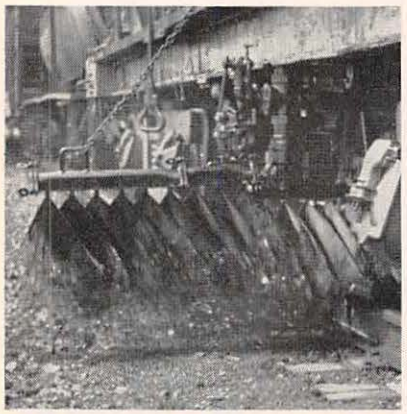

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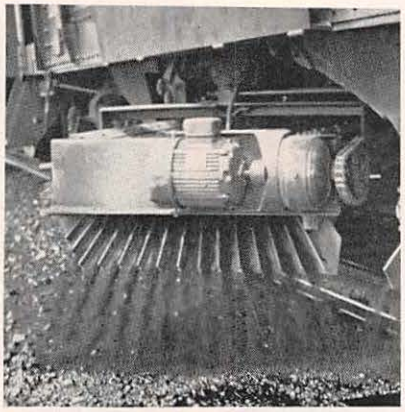

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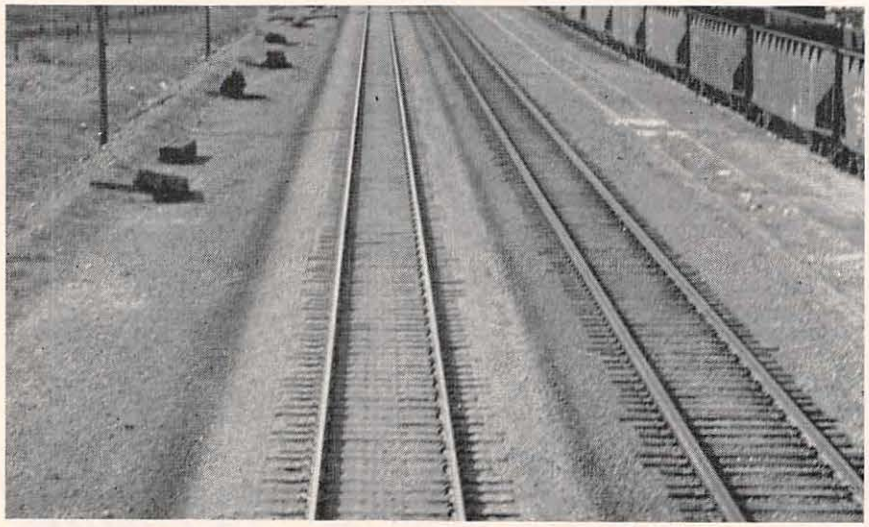

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The two special units are an asphalt distributor unit built on a flat car, and a bottom-dump hopper specially modified for controlled stone spreading.

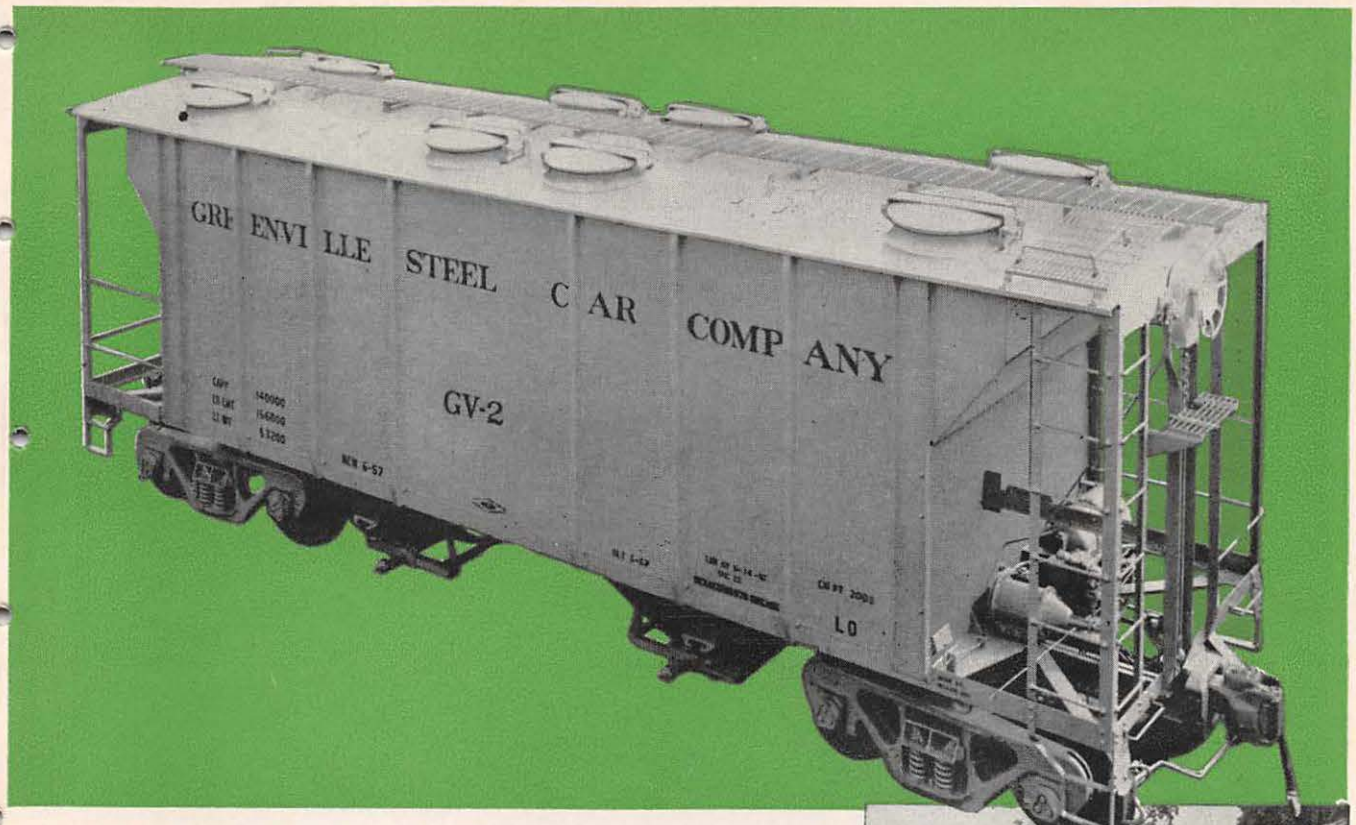
Insulated Tank Cars Used

The asphalt distributor is fed with hot asphalt from insulated tank cars which transport the material direct from the refinery. A spray bar is mounted beneath the distributor car, supplemented by swinging spray bars on each side. These outrigger bars may be retracted when the car is in transit from one job to another. The distributor car also is equipped with a pump, a hot oil system for maintaining heated supply lines, and a tachometer for governing the distribution rate of asphalt.

The stone-spreading car is a conventional 50-ton hopper. Specially designed equipment is mounted beneath bottom openings to control the spread of stone at a uniform rate.

The initial test installation at Barstow was made on a stretch of track recently relaid with heavier rail and reballasted. The asphalt spray, 85-100 penetration grade, was applied at a rate of 1¼ gal per sq yd. It penetrated into the stone ballast to a depth of more than two inches. The cover stone, applied at the rate of 10 lb per sq yd, served principally as a blotter course.

The distributor car made two passes over the test section to achieve the specified rate of application. The capacity of the asphalt pump was limited to 1 gallon of application per sq yd, traveling at a rate of 2 mph, or 2 gallons per sq yd at 1 mph. However, it was found impracticable to throttle



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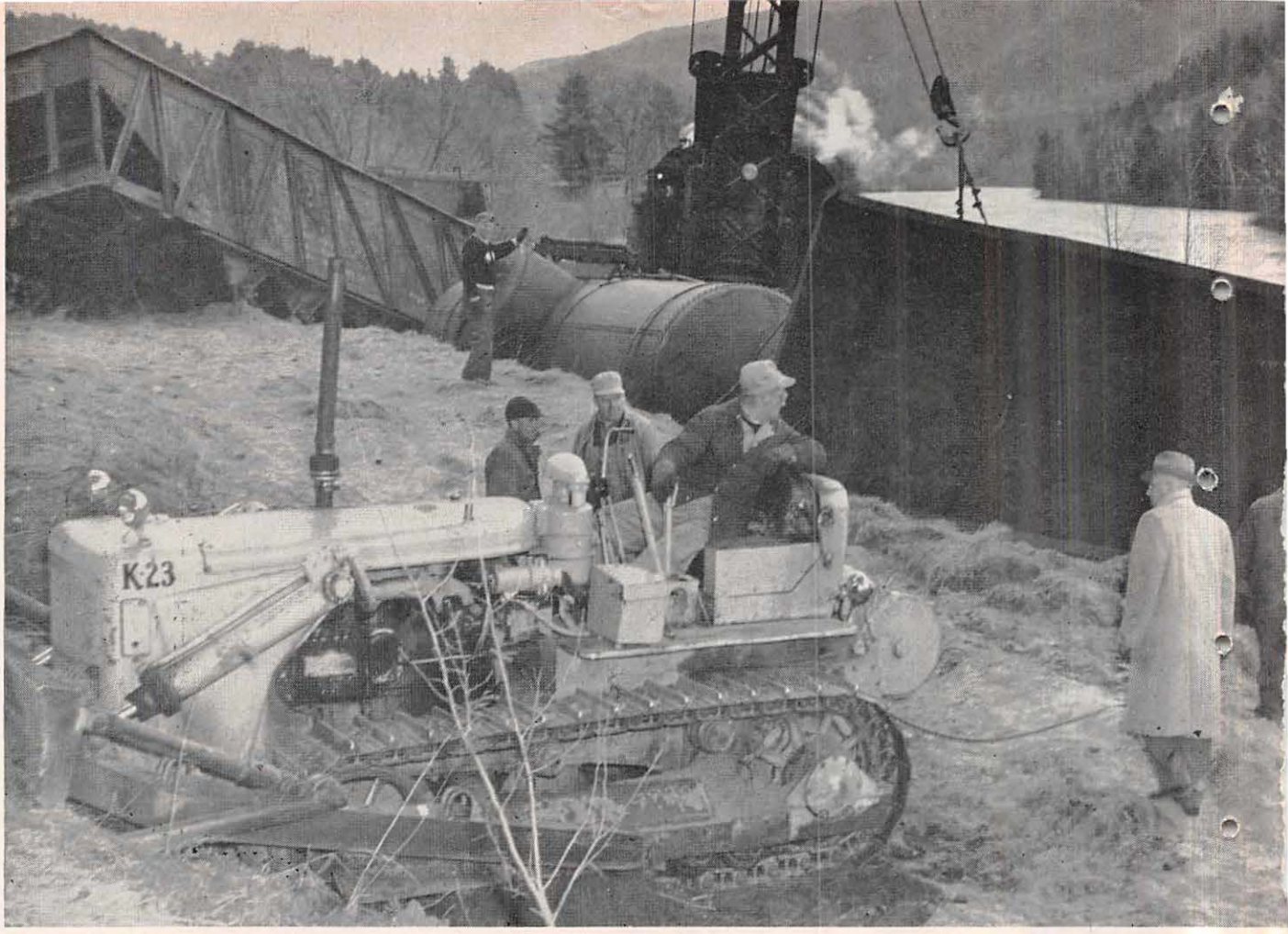


WINCH ON BULLDOZER assists wreck crane in clearing derailed cars from track so rebuilding can begin.

How Planning Speeds Wreck

When a train went on the ground on a Delaware & Hudson branch recently, 20 freight cars bunched up where the single main paralleled a state highway and spilled over to block the road.

It was almost midnight, and there was little traffic expected on the highway before dawn. Nor was anything scheduled by rail the next day, except the turn-around run of the derailed train.

As in all derailments, though, there was a possibility of serious loss if both thoroughfares were not opened as rapidly as possible.

Like most roads, the D&H had worked out in advance what each department's responsibilities are in case of emergency. Individual duties are spelled out so that everyone knows what he is to do. When this derailment happened, the D&H relied on planned emergency procedures to get things moving again, quickly and economically.

First word of the pile-up came over the dispatcher's telephone circuit when the conductor called in to make his report. The dispatcher's first step was to send a trainmaster from his headquarters to the scene, some 30 miles away. The trainmaster, using an automobile, was able to take charge at the scene in less than an hour's time.

Because the wrecked cars were blocking a public road, the dispatcher notified state police as well as the railroad superintendent of police. Railroad policemen in patrol cars were sent to the scene from Albany and from nearby headquarters.

D&H emergency planning, like that of most roads, gives overall responsibility for restoring service to the superintendent. Because this derailment was on a light traffic branch, the superintendent waited for daylight to order out the wreck train. In the meantime, he dispatched a self-propelled 25-ton highway crane and a dump truck hauling a bulldozer on a tilt-top trailer by highway. Both machines were at the scene in a couple of hours. The crane handled ties and roadbed, and the bulldozer cleared an access route that was parallel to the tracks.

Most of the cars involved were open-top empties, but there were two full cars of fuel oil. These were transferred into a commercial tank truck brought to the scene.

The crane and bulldozer working together had an opening on the highway by 4:45 a.m. Eventually, seven of the derailed cars were cleared away by this combination, without a wrecking sling. The other cars were handled by the wrecker and crew, which arrived at 6:40 a.m. A second rubber-tired crane arriving about the same time was used to handle rail and rebuild track.

All cars were in the clear by 6:15 p.m. The tracks were in service again by 1:15 the following morning, a little over 24 hours after the derailment.

During this same 24-hour period, a committee—made up of the superintendent, the chief engineer, and the superintendent of equipment—had met on the ground to determine the cause of the accident. The cause was found to be a cracked compromise joint be-

Cleanups

tween 130-lb and 90-lb rail, which had broken after the locomotive passed.

This committee is required to act promptly to make sure that there will be no further accidents from the same cause. In this case, the chief engineer, using one of the road's three Hy-Rail cars, immediately inspected all similar compromise joints on this particular branch to make sure they were safe. He also issued orders that they be inspected on other parts of the system.

Part of the function of a good organization for emergency action is to know when action is not needed. For example, one D&H freight car in CTC territory dropped a journal while the train was on a stretch of main paralleled by a long passing siding. The immobilized train tied up the main, but the passing track was open. The superintendent decided against calling out the wrecking train. He arranged with the chief dispatcher to route all traffic, including the reassembled train with the derailed car, over the passing siding, using it temporarily as the main. A highway truck with a power tailgate and loaded with car jacks was sent to the spot. A new wheelset was installed, and the car moved on.

The D&H has adopted a policy of making all set-off points for cars in single track territory accessible from highways. Wherever possible, former double track roadbed is used for access roads.

When the road's new wayside radio system is completely installed, emergency as well as normal operations will benefit. All locomotives not now so equipped will have radios. All cabooses not now so equipped will have walkie-talkie sets.

New cabooses now on order will be equipped with permanent type radio equipment. All trainmaster's cars, all police cars, and the three Hy-Rail cars will also be hooked into the system.

The Set-Up for Emergency Action

In general, D&H organization for emergencies depends on getting clear information from the officers responsible for putting the road back in order.

The first step is to make sure that employees involved in a derailment are not injured and that they know how to report an accident, and who needs to get the information. When an accident occurs, a telephone (or radio) report goes to the dispatcher, who collects all available information for a formal report to appropriate officers. This form goes to the vice president, operation and maintenance, the general superintendent of transportation, the superintendent of equipment, the chief engineer, the supervisor of signals and communications, the general auditor, the superintendent of police and the superintendent of safety.

It contains the date, time, train and engine numbers, conductor's and engineer's names, the number of cars in the train, location, the number of tracks blocked, the time the wreckage is expected to be cleared, the cause and a brief description of the extent of any injuries, and damage to equipment and lading.

Once the superintendent has been notified, he or his representative takes charge of getting service restored. If newspapers or broadcasters seek information, an officer is authorized to give out factual information concerning emergency news. If the authorized spokesman is not available, a designated alternate speaks for the railroad.

The superintendent estimates the time necessary to restore service and informs the dispatcher. The dispatcher makes whatever modifications are necessary in train operations, calling crews, etc.

The superintendent may decide to use alternative routes on line to keep traffic moving, or, in the case of a bad tie-up, to use emergency detour routes set up with neighboring railroads in advance.

The superintendent of equipment and the chief engineer, or their representatives, estimate the damage to equipment and right-of-way, respectively, and arrange for repairs.

The equipment department, represented at the accident scene by the wreckmaster, has the task of clearing the right-of-way of damaged equipment under the supervision of the transportation department officer in charge. The equipment department decides how to dispose of damaged equipment, and plans for expeditious repairs on the spot and/or at the nearest repair point. In some cases, equipment too badly damaged to repair is sold or scrapped on the spot, always with the approval of the car owner.

Track is restored to service by the engineering department as fast as possible. In most cases, track is restored to partial service, or a runaround is built, long before normal service can be restored.

The chief dispatcher keeps an up-to-date list of all off-track contractor equipment available in the territory that might be useful in handling wrecks. Where it is impracticable to use company-owned off-track equipment, contractors' equipment is rented or leased for the job. Most points on the road are within 25 or 30 miles of the headquarters of a mechanized maintenance gang. Most of these have considerable off-track equipment available.

The chief dispatcher also keeps a current list of home telephone numbers for everyone who might be needed in an emergency. The dispatcher telephones local officers in each department of any accidents in their territory, and also makes the formal report of the accident to department heads. (The D&H is organized along departmental rather than division lines of authority.)

Other departments of the railroad have other responsibilities. The railroad police take charge of protective duties at the scene. In addition to protecting shipments from looting, they keep curiosity-seekers from interfering with wrecking operations. The superintendent of safety makes sure that safety procedures are followed. The supervisor of signals and communications handles such things as additional communications and lighting, that are required. The claims agent notifies shippers when loads will be delayed, as well as private car owners whose cars may be in the wreck.

The D&H makes no claim that its organization and procedures are new or unusual. It does claim, though, that an efficient organization for dealing with emergencies makes the task easier.

ENGLEWOOD YARD
HOUSTON, TEXAS

CHEROKEE YARD
TULSA, OKLAHOMA

PASCO YARD
PASCO, WASHINGTON

GAVIN YARD
MINOT, NORTH DAKOTA

CITICO YARD
CHATTANOOGA, TENNESSEE

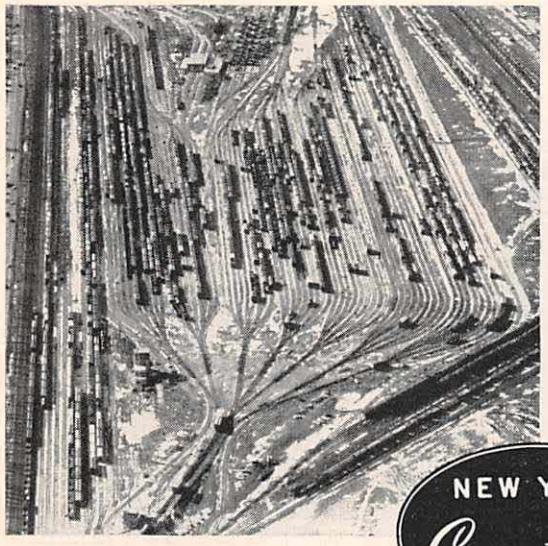
KIRK YARD
GARY, INDIANA

GRS YARD AUTOMATION
PROVED IN SERVICE

- **protects cars and lading**
- **cuts yard expenses**
- **speeds freight**

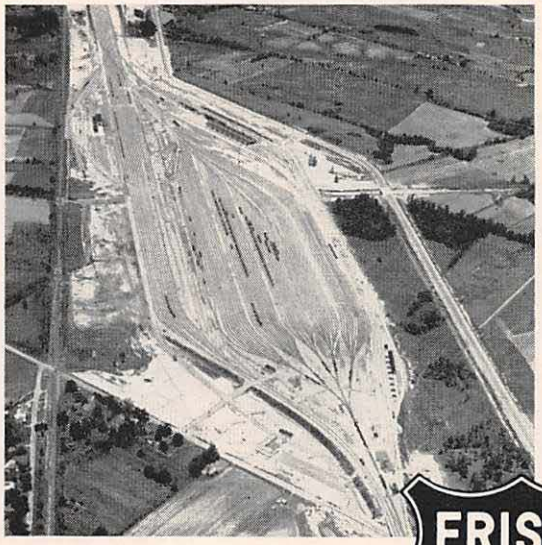
GENERAL RAILWAY SIGNAL COMPANY

ROCHESTER 2, N. Y. NEW YORK 17, N. Y. CHICAGO 1, ILL. ST. LOUIS 1, MO. 3013



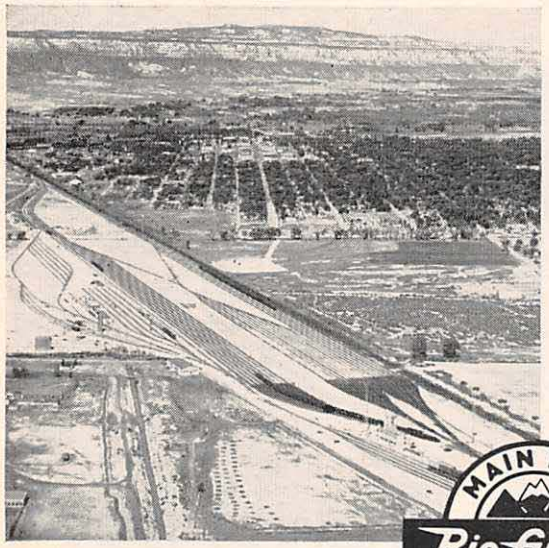
FRONTIER YARD
BUFFALO, NEW YORK

NEW YORK Central



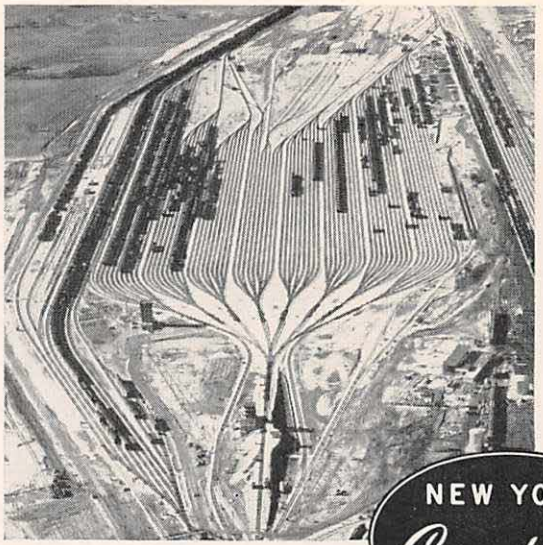
TENNESSEE YARD
MEMPHIS, TENNESSEE

FRISCO



EAST YARD
GRAND JCT., COLORADO

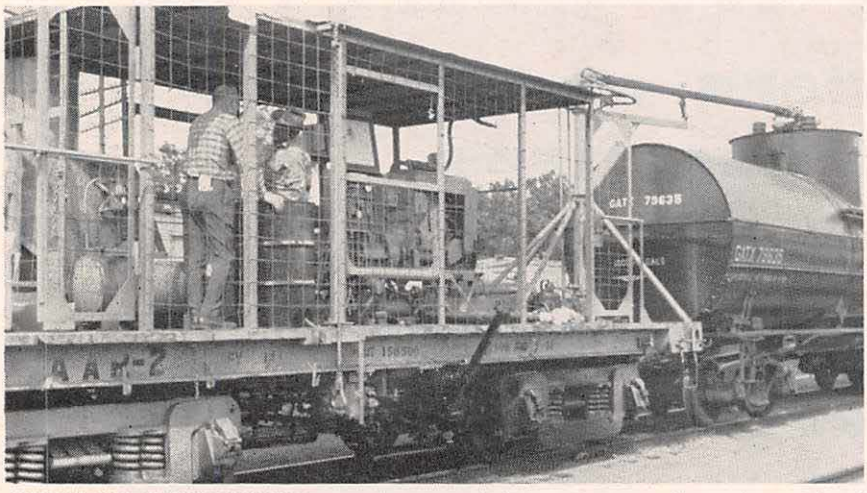
MAIN LINE Rio Grande THRU THE ROCKIES



ROBERT R. YOUNG YARD
ELKHART, INDIANA

NEW YORK Central

SF Tests Asphalt on Ballast



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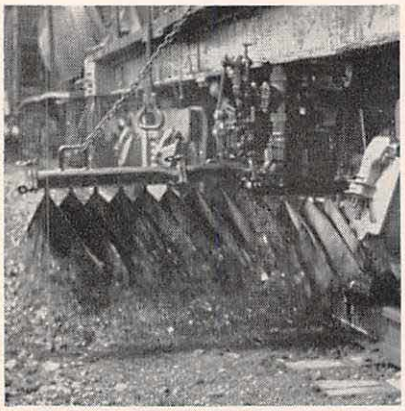

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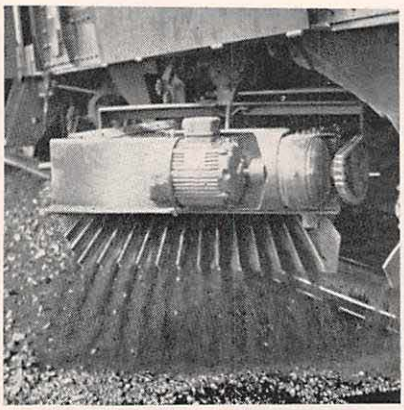

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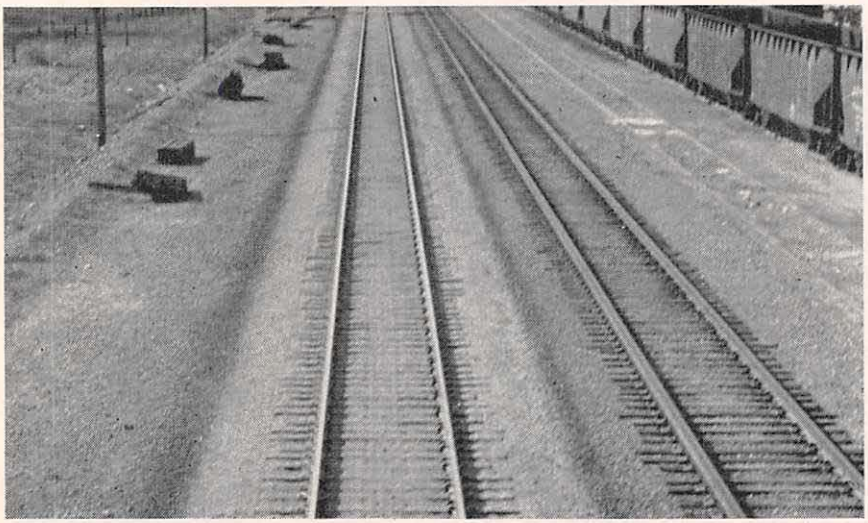

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The two special units are an asphalt distributor unit built on a flat car, and a bottom-dump hopper specially modified for controlled stone spreading.

Insulated Tank Cars Used

The asphalt distributor is fed with hot asphalt from insulated tank cars which transport the material direct from the refinery. A spray bar is mounted beneath the distributor car, supplemented by swinging spray bars on each side. These outrigger bars may be retracted when the car is in transit from one job to another. The distributor car also is equipped with a pump, a hot oil system for maintaining heated supply lines, and a tachometer for governing the distribution rate of asphalt.

The stone-spreading car is a conventional 50-ton hopper. Specially designed equipment is mounted beneath bottom openings to control the spread of stone at a uniform rate.

The initial test installation at Barstow was made on a stretch of track recently relaid with heavier rail and reballasted. The asphalt spray, 85-100 penetration grade, was applied at a rate of 1¼ gal per sq yd. It penetrated into the stone ballast to a depth of more than two inches. The cover stone, applied at the rate of 10 lb per sq yd, served principally as a blotter course.

The distributor car made two passes over the test section to achieve the specified rate of application. The capacity of the asphalt pump was limited to 1 gallon of application per sq yd, traveling at a rate of 2 mph, or 2 gallons per sq yd at 1 mph. However, it was found impracticable to throttle

down the work train to a constant forward movement slower than 2 mp. Solution to this problem may lie in a larger capacity pump or the use of dual distributor cars.

Asphalt-treated surfaces are expected to:

- Reduce the man-hours of labor required for maintenance.
- Cut the volume of annual tie replacement.
- Minimize the infiltration of water into the ballast, and prevent fouling of the ballast by cinders, dust and debris.

One of the first major experiments with asphalt-coated ballast was made in 1926 on the New York Central's eastbound, high-speed main track along the station platform at Byron, Ohio. This installation revealed that track so treated retained its good riding qualities longer than conventional track, with lower maintenance costs.

IC Test Results

In 1943, a ½-mile test section of asphalt-penetrated ballast was established on the Illinois Central near Manteno, Ill. A report on this installation made in 1954 by the AREA Roadway & Ballast committee indicated that the asphalt coating prolonged the service life of crossties, that it was effective in holding line and that it pointed the way to potential savings in maintenance costs.

The new tests, sponsored jointly by the Asphalt Institute and the AAR's Engineering Division, are designed to develop further information on the practicability and economy of placing an asphalt umbrella over the track section.

Railroading After Hours with Jim Lyne

THE TOUGH OLD DAYS—Back in 1872 the North Staffordshire Railway in Britain had comfortable high-backed armchairs, with windshields on both sides, in their signal towers at Stoke-on-Trent. (A picture of one of these chairs was recently published in a British railways' employee magazine—which was sent to me by J. W. Vigrass of Cleveland.) There was a collision at this point and the government safety officer who investigated it told the railway to throw the armchairs out—too much of a temptation for signalmen to go to sleep on duty, he said.

If employees were too delicate to perform their duties with the ordinary furniture in a well-enclosed signal tower (said the government investigator) then they should be replaced by more robust people. Also, if 12 hours a day was too long to work, maybe the hours should be cut down. But the inspector didn't favor "as much as 16 hours off duty" in a day—because such liberal hours would tempt employees into "frivolous pursuits."

A PRESENT FROM THE BOSS—President Fred Whitman of Western Pacific has purchased an armful of copies of a book entitled "Common Stocks and Uncommon Profits," by Philip A. Fisher, a San Francisco investment counselor. A copy has been presented to each WP department head. The author advises his readers on questions to ask about a company whose securities they consider buying. Such questions as: "Does the company have products which are likely to enjoy increasing demand?" "Does management disclose facts about its operations to investors—even when the news is bad?" "Is the company looking to the short term or the long term in planning for profits?" "How good are the company's cost analysis and accounting controls?" "What is being done to improve profit margins?"

There are, in all, 15 of these searching questions, and Mr. Whitman has asked each of his lieutenants to appraise the WP in the light of these inquiries.

RATES IN SLOW MOTION—I hear that practically no grain has been shipped from Eastern ports for the past month—shippers holding off to see whether proposed reduced railroad rates will be allowed to go into effect. Meantime, while grain shippers are "waiting to see" about railroad rates, the St. Lawrence is getting their traffic. Vessels on the Seaway don't have to wait 30 days—or even 30 minutes—to make new rates (and then, maybe, get them suspended).

The 30-day time-lag on rate changes is a traffic loser for the railroads—and isn't needed, either, in view of the "public hearing" practice of railroads before they make important alterations. (No other transportation agencies have these hearings—and unregulated carriers, of course, don't even have to file rates, or delay their changes.)

I'd suppose this 30-day delay could be cut in half and the "public hearing" practice left to carrier discretion. If these red-tape limitations on common carriers aren't soon eased up, one of these days there won't be any common carriers.

APTITUDE TESTS—I get the impression that so-called "aptitude testing"—to find out in advance of employment or promotion whether a candidate has what it takes—is getting somewhat more dependable than it used to be. If anybody has any personal experience (pro or con) I'd like to get it into the record.

Years ago, I heard of a case where a presumed expert in this area was inspecting a group of employees, among whom was a highly successful company vice president disguised in overalls. The expert advised the boss to discharge this man, as lacking in desirable qualities.

Assuming that this testing has become somewhat more reliable, it might be an effective means of opening up promotion opportunities to groups of employees who now are seldom considered as candidates for advancement. It is usually the groups wherein promotion seldom comes that have the least satisfactory labor relations. And small wonder, either.

PROPHETIC PROF—Don Neiswanger—an alumnus of the New Haven RR, now with the engineering firm of Coverdale & Colpitts, and hailing originally from Topeka, Kan.—has sent me a 50-years-ago clipping from the Quincy (Mass.) Patriot Ledger. It records a speech by William J. Cunningham, then statistician for the Boston & Albany and later the first occupant of the James J. Hill chair of transportation at Harvard. Even then, Professor Cunningham said he doubted whether the New England railroads were making any money from the passenger business. Professor Cunningham, incidentally, is still active—in retirement at Freedom, N.H.

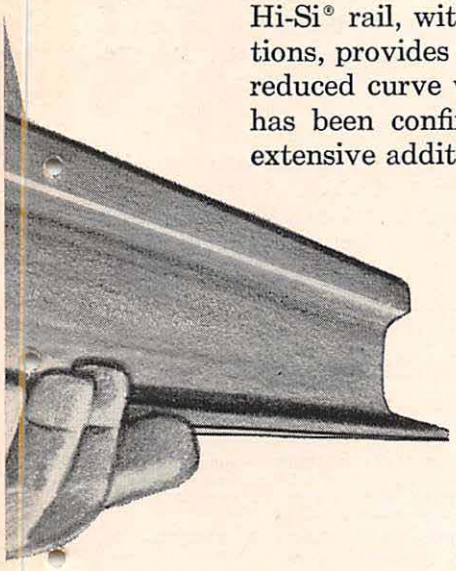
136
CF&I
3-181 B 13 HISI ®

Hi-Si®

...*the result of cooperation between*
Western Railroads and CF&I

Design, Metallurgy, Quality, Progress and Service as symbolized by the CF&I giant, are manifested in the accomplishments through cooperative efforts of Western Railroads and CF&I. The mutual contributions consummated in CF&I's new 136, 119 and 106 pound rail sections, adopted standards of Western Railroads to afford a better track structure, have now been complemented by the improved metallurgy of Hi-Si® rail steel.

Hi-Si® rail, with a silicon range greater than that stipulated in AREA Specifications, provides greater resistance to gage corner shelling and assures substantially reduced curve wear. Performance 50 to 100% better than Standard Carbon Rail has been confirmed by contours and field investigations of test locations and extensive additional installations on Western Railroads.



Recognition of the value of track betterment has prompted installation of CF&I's new sections and of Hi-Si® steel in areas where excessive wear is encountered.

We welcome your request for further details regarding CF&I's new developments in rail designs and metallurgy.

THE COLORADO FUEL AND IRON CORPORATION

DENVER, COLORADO

6857

CF&I STEEL

LELIE

SEPTEMBER 14, 1902

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Gorsline

SWITCH LIGHTING A SUCCESS IN CHICAGO FREIGHT YARDS

NEW YORK, — September 14, 1902. In a detailed and illustrated description of the large freight yards of the Chicago Transfer & Clearing Company in our issue of March 14, mention was made of the intention to light the switch lamps of the yard by electricity. Some 400 of these switches are now so lighted, and we understand the system is proven satisfactory in every respect.

The cost of operation of these electric switch lamps in connection with a power plant used for other lighting purposes is comparatively small, and considerably cheaper than by oil when tank houses, the necessary labor and the constant care of the lamps are taken into consideration. The convenience, cleanliness and safety of the system make it very desirable. At night the moment it grows dark the entire yard may be lighted in the time required to throw four switches at the power station.

The scheme and the equipment comprise [illegible] system

Dateline 1902. Then, as now, American railroads were adopting new and better electrical devices for more efficient operation. Even at the turn of the century, Graybar had over 30 years experience in supplying "everything electrical" to America's expanding transportation industry.

Today, you'll find well over 100,000 different electrical items listed in Graybar catalogs. And your Railroad Pocket List gives the addresses of over 130 Graybar offices and warehouses in a pattern of locations that means prompt deliveries of products bearing the names of America's leading manufacturers to railroads from coast-to-coast.

For lighting yards, stations, shops — in fact for everything electrical — call upon your nearby Graybar Railroad representative for assistance. He'll be glad to oblige.

100,000 electrical items are distributed throughout the nation... via GraybaR

642

GRAYBAR ELECTRIC COMPANY, 420 LEXINGTON AVENUE, NEW YORK 17, N. Y.
OFFICES AND WAREHOUSES IN OVER 130 PRINCIPAL CITIES

B&O TUNNEL

(*Continued from page 13*)

the entire width of the cross section. Three rows of holes were drilled in a staggered arrangement. The dynamite used for shooting was du Pont's 40% Extra. The detonating caps were connected to each other by Bickford's Primacord. Delaying connectors were applied in the Primacord between rows to time the detonation of each row for the best breakup of rock. Immediately after each shot, equipment was moved in to load the broken rock into trucks for dumping at a disposal site.

When the rock above the 8-ft level had been removed, the rock and tunnel lining below it were blasted out by the same procedure. However, additional blasting holes were drilled from within the tunnel through the lining. These holes were loaded with dynamite which was detonated simultaneously with the other charges.

The work was done by a foreman and a crew of 16, working from 7:30 a.m. to 4 p.m. The crew included 5 machine operators, 2 truck drivers, 7 drillers and helpers, and 2 flagmen. A tunnel inspector, D. R. Sensabaugh, in field charge of the work, was responsible for coordinating the shots with respect to train movements.

Equipment used for the job included a 1½-cu-yd Model 605 Koehring crawler shovel, a D8 Caterpillar bulldozer with cable blade and winch, two D6 Caterpillar bulldozers with winches and one with hydraulic controls for scraper, a No. 977 Caterpillar 2¼-cu-yd Traxcavator, a No. 40 Caterpillar scraper, three 2-ton Chevrolet dump trucks, a Gardner-Denver wagon drill, a No. 315 Ingersoll-Rand track-mounted compressor, a No. 210 Chicago Pneumatic rubber-tired compressor, and a large assortment of air tools.

Total amount of excavation was 41,300 cu yd, of which 18,500 cu yd was earth and 22,800 cu yd requiring blasting. The project was completed on March 1.

Dividends Declared

BESSEMER & LAKE ERIE.—$3 preferred, $1.50, semiannual, paid June 1 to holders of record May 15.

CHICAGO GREAT WESTERN.—common 50¢, quarterly, payable July 3 to holders of record June 16; 5% preferred, 62½¢, quarterly, payable June 30 to holders of record June 16.

CHICAGO, ROCK ISLAND & PACIFIC. — 40¢, quarterly, payable June 30 to holders of record June 12.

DELAWARE.—$1, semiannual, payable July 1 to holders of record June 15.

DELAWARE & BOUND BROOK.—50¢, quarterly, paid May 20 to holders of record May 13.

DENVER & RIO GRANDE WESTERN.—3-for-1 stock split, paid May 29 to holders of record May 11.

Fred E. Deines
Burlington

J. J. McGarry
Burlington

Howard P. Toxey
Seaboard

G. W. Kelly
T&NO

People in the News

ASSOCIATION OF AMERICAN RAILROADS.—Pugh Moore, director of public relations, National Association of Life Underwriters, Washington, D.C., appointed a special representative, News Service, AAR.

ASSOCIATION OF SOUTHEASTERN RAILROADS.—John P. Cole, senior statistician, appointed director of research, Washington, D.C. **Robert L. Cornelius,** statistician, named assistant director of research. **Carl M. Snavely, Jr.,** clerk—accountant, appointed statistician.

ATLANTIC COAST LINE.—J. C. Hughey, assistant general passenger agent, Tampa, Fla., appointed general passenger agent there. **M. L. Hall,** New England passenger agent, Boston, named assistant general passenger agent, St. Petersburg, Fla. **B. C. Miller,** district passenger agent, Jacksonville, Fla., named assistant general passenger agent there. **H. I. Stoddard,** district passenger agent, Boston, appointed New England passenger agent there. **N. R. Mitchell,** division passenger agent, St. Petersburg, transferred to Charleston, S.C. **W. F. Concannon,** district passenger agent, Washington, transferred to Boston.

BURLINGTON.—Fred E. Deines, freight traffic manager, Lines West, Omaha, Neb., appointed freight traffic manager, Chicago, to succeed **P. L. Smithburg,** promoted (RA, May 18, p. 72). **J. J. McGarry,** assistant to vice president, traffic department, named to replace Mr. Deines.

CHICAGO & EASTERN ILLINOIS.—C. A. Ernst appointed director, industrial development department, Chicago, succeeding **W. H. Rogers,** promoted.

CHICAGO GREAT WESTERN.—D. K. Lawson elected vice president—personnel, Kansas City, Mo. **L. O. Grashoff** elected vice president—secretary and comptroller, Oelwein, Ia.

GERMAN FEDERAL RAILROAD.—Joachim Wenzel, general representative, German Federal Railroad, New York, elected chairman of the Conference of European Railroad Representatives for a two-year period.

ILLINOIS CENTRAL.—John D. Mitros appointed editor, Illinois Central Magazine, Chicago.

LEHIGH VALLEY.—Charles G. Labus, assistant freight traffic manager, New York, promoted to freight traffic manager there, succeeding the late **John J. Connell. John J. Kiernan,** division freight agent, Newark, N.J., succeeds Mr. Labus. **John H. Schmid,** superintendent—dining car service, Easton, Pa., replaces Mr. Kiernan at Newark. **Henry C. Hoffman** and **Paul B. Carroll,** division passenger agents, Ithaca, N.Y., and Buffalo, respectively, named commercial agents.

PIEDMONT & NORTHERN.—Walter N. Page, agent, Greenville, S. C., named trainmaster, South Carolina division at that point, succeeding the late **A. C. Duncan.**

RUTLAND.—Sidney M. Rodgers, vice president—operations, Rutland, Vt., has resigned to accept a position with Coverdale & Colpitts, consulting engineers, New York.

Robert L. Keith named acting purchasing agent, replacing **Joseph E. Marceau,** who retired April 30.

SEABOARD.—Howard P. Toxey, who was appointed freight traffic manager—rates and divisions at Richmond, Va., on May 1, has been advanced to general freight traffic manager in charge of sales, service, rates and divisions.

SOO LINE.—K. J. Sherwood, formerly director of traffic research, has been appointed general freight traffic manager—rates, divisions and research, at Minneapolis.

TEXAS & NEW ORLEANS.—G. W. Kelly, assistant general manager, Houston, appointed general manager there, succeeding **Roland de Waal,** retired (RA, Mar. 23, p. 32). **L. R. Smith,** superintendent, Portland division, Pacific Lines, named to replace Mr. Kelly.

TOLEDO, PEORIA & WESTERN. — Roger A. Fischer, general manager sales and service, placed in charge of the road's sales department. **Patrick J. Rice,** general manager rates and divisions, named to assist Mr. Fischer in administrative duties.

VISALIA ELECTRIC.—Herman A. Nelson appointed auditor, San Francisco, succeeding **U. E. Nordeen.**

WESTERN PACIFIC.—Leo F. Delventhal, Jr. and **Robert C. Morris** transferred from the Research Section, President's office, to the Market Research Department within the newly formed Marketing division, which was formerly the Traffic Department. Mr. Delventhal, formerly transportation engineer, promoted to senior transportation engineer and Mr. Morris, assistant transportation engineer, named transportation engineer. **Joe Buchalter** appointed transportation engineer.

Vincent J. Carr, traffic representative, Cleveland, promoted to district sales manager there.

Supply Trade

A. D. Nicolay has been appointed sales manager of **Ross & White Co.,** Chicago.

Industrial Metal Company of Canada, Toronto, has become affiliated with **Hyman-Michaels Co.,** Chicago. **E. B. Michaels, Ralph Michaels** and **Morton Zalk** of Hyman-Michaels have become officers and directors of Industrial Metal Co.

Richard W. Torbert recently retired as manager, Engineering Service, Railroads, of **Linde Co.,** Division of Union Carbide Corp., and is living in Arroyo Hondo, N.M. **Warren G. Gumm** has been appointed manager engineering, Railroad Department at Chicago.

Francisco Chairez has joined **Nalco Chemical Co.** (former National Aluminate Corp.) as manager of Mexican operations at Mexico City. Mr. Chairez was formerly chief chemist with Eastern States Petroleum & Chemical Corp., Houston, Tex.

Timothy J. Galvin has been promoted to general sales manager of the **Prime Manufacturing Co.,** Milwaukee, Wis.

Thomas M. Brickley, Jr., has been named district manager of the newly created Milwaukee (Wis.) district office of the **Okonite Co.** at 711 West Capitol Drive. **James R. Haden** has been appointed district manager of the newly designated Kansas City district office at 1627 Main street. This office was formerly a branch of the St. Louis district.

O. L. Robertson, manager, service engineering division, Exide Industrial Division, **Electric Storage Battery Co.,** has been named motive power market manager. **William E. McQuillen,** process engineering supervisor, Stokes Molded Products division, Trenton, N.J., has been named manager of market research of Exide Industrial Division, Philadelphia, succeeding **Thomas E. Peacock,** recently named Exide's marketing manager. **William E. Carter** has been named branch sales manager in the Pittsburgh area succeeding **Robert L. Kegg,** who resigned to establish his own business.

John E. Himmelrich has been named Eastern regional sales manager of the Protective Coatings division of **Pittsburgh Coke & Chemical Co.,** New York, succeeding **Howard F. Trusler, Jr.,** who became sales manager of the division's regional office at Houston, Tex. Mr. Himmelrich formerly represented the division's sales in the Central-West at Tulsa.

Raymond R. Chartraw has been named manager of a newly opened field engineering office of the **Lord Manufacturing Co.** at 135-A Morse blvd., Winter Park, Fla. Mr. Chartraw was formerly a Lord field engineer in the Chicago area.

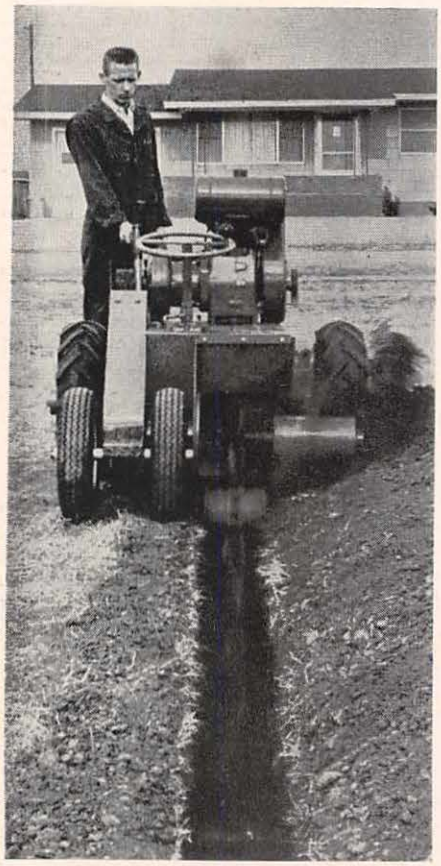
Alvin G. Voelkner and **George H. Feustel** have been elected vice presidents of **The Pyle-National Co.** of Chicago.

Ralph A. Castillo, branch manager, **Joseph T. Ryerson & Son, Inc.,** Houston, Tex., has been appointed general manager.

Herbert A. Boas, Jr., director of marketing of the **Budd Co.,** Philadelphia, also has been elected a vice president.

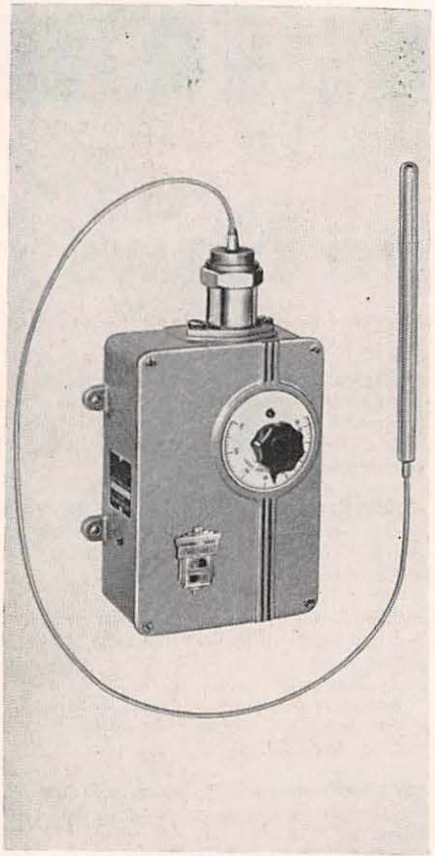
Harold M. Nelson has been named chief mechanical officer of **North American Car Corp.,** succeeding **F. O. Leffler,** who retired May 1.

New Products Report



Trencher

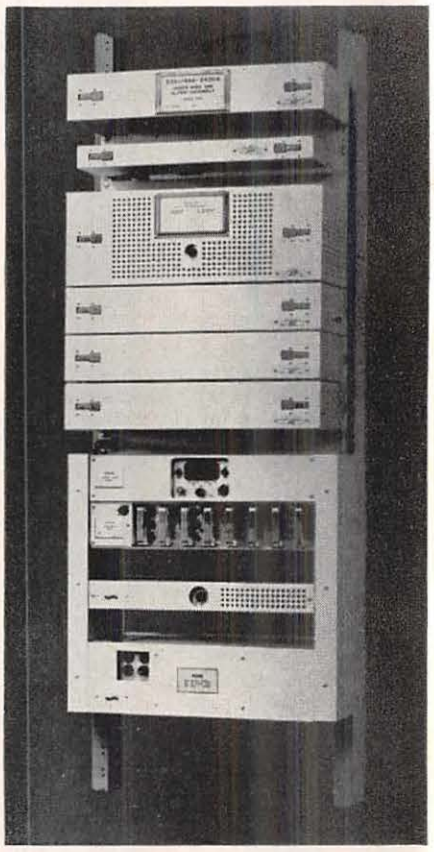
New features of the 1959 model M-3 Ditch Witch trencher include an all riveted 20,000-lb test digging chain; improved digging teeth, heat treated with Studite hard surfaced cutting edges; and a telescoping digging boom to provide the correct boom length for every job. The spring tension adjustment for the digging chain insures chain tightness and eliminates stalling in toughest digging. It has a new boom positioning screw which raises and lowers the boom faster, with less effort, and a new planetary gear reduction unit, factory sealed and mounted on ball bearings. A single lever shift device changes reduction range from travel speed to digging speed effortlessly. Standard equipment includes a three-piece telescoping boom to provide four selections of boom from 2 ft to 5 ft; a three-piece digging chain for depths of from 2 ft to 4 ft, and a complete selection of digging teeth to cut trench from 3 in. to 8 in. wide. The new trencher has dual front wheels and a 9.2-hp engine. *Charles Machine Works, Inc., Dept. RA, 684 B St., Perry, Okla.*



Temperature Control

The ZC type temperature control, which gives multi-stage cooling or heating, is particularly adapted for use in refrigerator cars as it combines sensitivity and accurate temperature control with resistance to shock and vibration. It is equipped with two to five switches. Combinations up to five may be used to refrigerate a space where it is desirable to cut in three separate stages of refrigeration successively on rise of temperature in 2-deg increments and apply one stage of heating should the temperature drop below the first stage of refrigeration.

The differential setting of the switches remains unchanged as the temperature set pointer is moved up or down on the calibrated dial to the desired operating temperatures. For reefer applications, the control, which is mercury actuated, will control at any point between 30 and 120 deg F. While the control is unaffected by shock, shock mounting is desirable to prevent switch chattering. *Partlow Corporation, Dept. RA, 518 Campion Road, New Haven, Conn.*



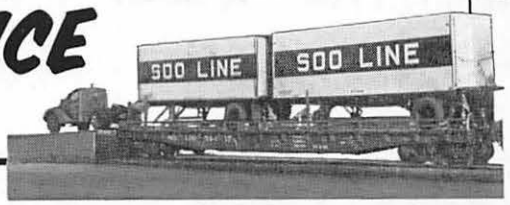
Alarm Assembly

Convenient packaging of service channels with a variety of control and alarm circuit combinations for remote operation and maintenance are featured in the 53A/44A order wire and alarm assemblies. Previously available only as custom-engineered, this equipment is now offered in standard assemblies providing up to 35 tone channels for either wire-line or radio transmission.

The order wire equipment provides either a 3.0-kc voice channel, or a 1.8-kc channel with three additional tone channels. The tone panels can be arranged in any combination for transmitting and/or receiving alarm, supervision and control signals.

Accessory equipment includes jackfields, terminal blocks with up to 160 terminals, isolating or impedance matching transformers, fuse and fuse alarm panels, and power supply and distribution panels for operation from ac mains, or from 24, 48 or 130-volt office battery. All equipment can be mounted in standard 19-in. racks. *Lenkurt Electric Company, Dept. RA, San Carlos, Cal.*

SOO LINE RAILROAD EXPANDS
PIGGY-BACK SERVICE
JUNE 1, 1959



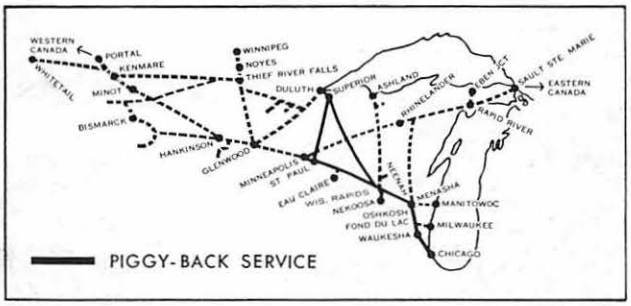
Extends "Rail-Van" Freight between Duluth-Superior and Twin Cities; and between Twin Ports and Chicago

The Soo Line Railroad on Monday, June 1, 1959, is expanding the "Rail-Van" Piggy-Back Service which has grown increasingly popular since its inauguration in 1956.

This Fast Modern Transportation of Freight, in truck-trailers riding on railway flat cars, has been provided by Soo Line for nearly three years, with more and more shippers between Minneapolis-St. Paul, Chicago and intermediate Wisconsin points using "Rail-Van" Service.

Now Soo Line is extending "Rail-Van" between the Twin Cities and the Twin Ports of Duluth-Superior; and between Chicago and the Twin Ports. This nearly doubles the Soo Line mileage for Piggy-Back operation on heavy traffic lines in Minnesota, Wisconsin and Illinois.

This expanded service will speed freight interchanged with Soo Line's many important rail connections on Piggy-Back shipments to and from the East, West, South and Southwest. The extension to the Twin Ports ties in directly with the recently opened Great Lakes Seaway and its worldwide transportation of Freight by Water.



SOO LINE

SOO LINE RAILROAD

FOR IMMEDIATE SALE . . .

31 Articulated Interurban Railway Passenger Car Units with the following characteristics:

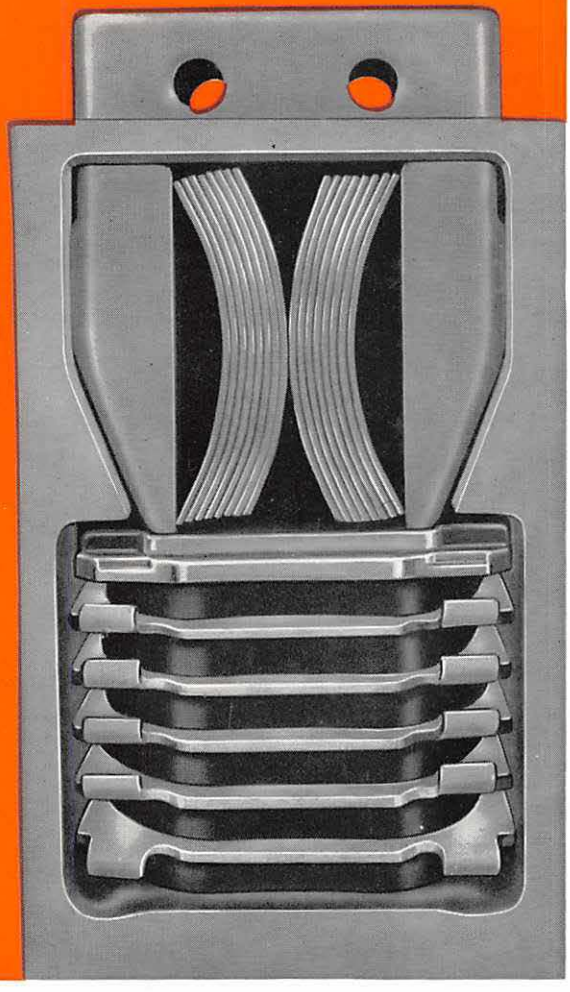
Capacity: 124 passengers seated (158 with standees); Equipped for overhead and third rail contact systems (600 volts D.C.); Maximum width: 8′ 10″; Height: (rail to top of roof) 11′ 9″; Gage: 4′ 8½″; Unit Overall length (2 cars per unit): 110′ 5½″; Weight: 125,000 pounds unloaded; Three trucks per unit; Four 110-H.P. motors per unit.

All units to be sold in one lot as is and where is, at the Railway Storage area, Toll Plaza, San Francisco-Oakland Bay Bridge, Oakland, California. Bid forms may be obtained on request to the *San Francisco-Oakland Bay Bridge, Toll Plaza, Oakland 8, California, Telephone: Oakland-TEmplebar 4-5535.*

No bid will be considered unless it is prepared and submitted in accordance with the conditions set forth in detail on the Invitation for Bids attached to the bid form. Sealed bid proposals accompanied by proper security in the amount of 10% of the bid will be received until 2:00 p.m. Daylight Saving Time, June 23, 1959, and all bids opened at that time at the office of *San Francisco-Oakland Bay Bridge, Administration Bldg., Toll Plaza, San Francisco-Oakland Bay Bridge, Oakland 8, Calif.*

Full payment of bid price to be made within 10 days of the date the successful bid is accepted. Buyer must remove units from property before Sept. 1, 1959. Buyer shall be responsible for units from date title is passed to the successful bidder. Deposits of unsuccessful bidders will be returned within 15 days from date bids are accepted.

THE BEST OF BOTH rubber and friction!



CUTAWAY SECTION
TO SHOW LEAF SPRINGS
WEDGES & RUBBER PADS

THE WAUGH-GOULD

TYPE 700
FRICTION-RUBBER
DRAFT GEAR

OFFICIAL A.A.R. CAPACITY*-

51,600

FT. LBS.

Here is the highest capacity draft gear for standard pocket ever approved by the A.A.R. Official capacity 51,600 ft. lbs. and half-travel capacity 10,640 ft. lbs. or 20.6% of capacity at full travel. Here is a draft gear that affords maximum car and lading protection. For new or existing cars, specify the Waugh-Gould Type 700 rubber friction draft gear.

*Certified under A.A.R. Specification M-901-53, Waugh-Gould Type 700 Draft Gear has an official average capacity of 51,600 ft. lbs. at 2.62" average gear closure with average reaction of 1,006,200 lbs. Half travel capacity, 10,640 ft. lbs. or 20.6% of capacity at full travel.

WAUGH EQUIPMENT COMPANY

New York • Chicago • St. Louis • Canadian Waugh Equipment Company: Montreal

MARKET OUTLOOK *at a glance*

Carloadings Rise 0.3% Above Previous Week's

Loadings of revenue freight in the week ended May 30 totaled 687,726 cars, the Association of American Railroads announced on June 4. This was an increase of 1,981 cars, or 0.3%, compared with the previous week; an increase of 157,947 cars, or 29.8%, compared with the corresponding week last year; and an increase of 16,681 cars, or 2.5%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended May 23 totaled 685,745 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, May 23

District	1959	1958	1957
Eastern	102,275	85,198	113,305
Allegheny	129,545	100,144	143,101
Pocahontas	56,990	46,294	64,717
Southern	113,673	104,701	120,665
Northwestern ..	110,584	81,615	119,768
Central Western .	119,945	105,175	109,539
Southwestern ..	52,733	47,298	51,808
Total Western Districts	283,262	234,088	281,115
Total All Roads	685,745	570,425	722,903
Commodities:			
Grain and grain products	48,846	46,460	47,953
Livestock	4,954	4,849	5,150
Coal	109,987	98,034	132,423
Coke	10,841	5,264	11,023
Forest Products .	41,061	34,696	40,367
Ore	77,930	40,033	87,849
Merchandise l.c.l.	41,372	44,612	55,084
Miscellaneous ..	350,754	296,477	343,054
May 23	685,745	570,425	722,903
May 16	694,380	561,040	722,144
May 9	677,398	535,579	723,317
May 2	674,123	533,205	718,986
April 25	647,282	533,851	690,789
Cumulative total, 21 weeks ...	12,652,652	11,283,075	14,210,255

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended May 23 totaled 8,761 cars, compared with 5,212 for the corresponding 1958 week. Loadings for 1959 up to May 23 totaled 156,060 cars, compared with 96,452 for the corresponding period of 1958.

IN CANADA.—Carloadings for the seven-day period ended May 21 totaled 73,223 cars, compared with 77,315 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
May 21, 1959	73,223	27,039
May 21, 1958	69,354	25,431
Cumulative Totals:		
May 21, 1959	1,362,169	559,651
May 21, 1958	1,345,868	573,894

New Equipment

FREIGHT-TRAIN CARS

► *Chicago & Eastern Illinois.*—Has ordered 771 new freight cars. Pullman-Standard will build 400 40½-ft box cars at a cost of $3,644,000. ACF will build 200 50½-ft box cars and 60 40½-ft box cars. Bethlehem Steel will build 100 52½-ft gondola cars. Thrall Car will build 11 53½ft flat cars.

PASSENGER-TRAIN CARS

► *Tunisian National Railways.*—U. S. Development Loan Fund will lend TNR $2,400,000 to help purchase diesel-powered and trailer passenger coaches and maintenance-shop equipment. Approximately $2,050,000 will be used to purchase 12 self-propelled coaches and 25 trailer coaches, the rest to buy shop machinery and foundry equipment.

New Facilities

► *Alaska.*—Awarded contracts for construction of a terminal building at Fairbanks ($198,793) and an equipment washing building at Anchorage ($54,700). Both projects will be completed by September-October.

► *Detroit, Toledo & Ironton.*—Will replace 11 wooden trestles with multiple plate culvert pipes and replace bridge No. 258.85 at Bainbridge, Ohio, with a concrete deck bridge. Total cost of the projects: $262,409. DT&I will also construct recessed locker room facilities in its diesel house at Flat Rock, Mich., at a cost of $50,551.

► *Fort Dodge, Des Moines & Southern.*—Authorized construction of a new combination station and yard office at Fort Dodge, Iowa., at an estimated cost of $15,000. Work will be performed by an outside contractor, will be completed in July.

► *Green Bay & Western.*—Authorized construction of a new depot in Wisconsin Rapids, Wis., at a cost of approximately $28,000.

► *Texas & Pacific.*—Expects to move its headquarters to a new 31-story office building in Dallas by December 1960. T&P will occupy six floors (4th through 9th). Mayflower Investment Co. is the builder.

Maintenance Expenditures

► *Up 6.5% in March.*—Expenditures by Class I roads for maintenance of equipment, way and structures in March 1959 were up about $15.8 million over the corresponding month in 1958, according to report of ICC Bureau of Transport Economics and Statistics summarized below:

	March 1959	*March 1958*	*% Change*
Maintenance of Way & Structures ..	$103,487,878	$ 97,385,773	+6.3
Maintenance of Equipment	154,388,218	144,734,869	+6.7
Totals	257,876,096	242,120,642	+6.5

a RAILWAY AGE time-saver page

MP Automates P&S Procedures

► **The Story at a Glance: New electronic data processing equipment to be installed next month will provide the Missouri Pacific with what is probably the most highly mechanized inventory control and material accounting system on any U. S. railroad. In conjunction with the new system, the road has compiled a new material catalog that lists 5,000 fewer items than the former stockbooks carried.**

The use of electronic data processing equipment for the handling of inventory and procurement procedures rides high on the list of improvements in Missouri Pacific's purchasing and stores department.

MoPac's new mechanized system is built around IBM's Ramac 305. The computer incorporates two so-called "RAM-files," or memory disk storage units, and will be installed in the road's data processing center in St. Louis.

The Ramac 305 will produce current information on inventory control and accounting on a daily, rather than on the conventional monthly, basis. In full-scale operation, the system will permit reduced inventories—but with assurance that item stocks will not be exhausted before being replenished by the almost completely automatic reordering action of the computer.

The reduction in stores costs which the road expects as a result of the Ramac installation will go far toward making the machine pay its own way.

According to General Purchasing Agent Harold M. Hoffmeister, the Ramac 305 will:

- Furnish a perpetual record of the amount of money the company owes for materials and supplies purchased, delivered, or due for delivery.
- Automatically prepare vouchers and drafts on dates due, thus improving the cash flow.
- Furnish special reports of labor and material expense to the chief mechanical officer each week, enabling him more effectively to control and utilize MofE appropriations.
- When "asked," instantly provide the unit price of each of the almost 55,000 items listed in the stores catalog.
- Instantly provide the system quantity of each item on hand, current usage of each item at each location, lead time for ordering each item, dollar values in terms of classes of material in hand, issued or returned, transferred from one location to another, and other financial details.
- When interrogated, search the entire file to uncover surplus material conditions at stores points. When such surplus conditions are disclosed, it will automatically initiate transfer of such material when necessary.

Annual inventory will be simply a matter of mark-sensing item cards and feeding them into Ramac—and this only to double check the perpetual figures carried by the machine. After its "memory" has been fed all the necessary information, each of the operations listed above will require only the pressing of a button. The first step in MoPac's operation, therefore, will be storing master card data on each item on the machine's two-sided, 24-inch magnetic disks. These disks have a capacity of 10,000,000 alphabetical and numerical characters.

Aside from the obvious savings expected as a result of inventory reduction, the Missouri Pacific expects an additional 15% to 25% saving when Ramac is in full-scale operation—representing the hidden costs of such factors as obsolescence, insurance, deterioration, handling, storage, theft, etc.

MoPac selected the Ramac 305 following studies carried out over a period of two years by the purchasing and stores department and the railroad's methods and procedures committee. Programming was begun in March 1958 as work was started on a new material catalog and improved order, requisition and record forms.

Relisting, coding and reclassifying the thousands of items carried on the road's stockbooks is virtually complete.

Previously, some 400 master stockbooks were maintained covering approximately 60,000 items. The new catalog, comprising eight, 1½-inch loose-leaf binders, lists 54,200 standard items regularly used by the road.

Roughly 15,000 items were eliminated from the old list. Approximately 10,000 items were added. Many accounting and clerical functions were eliminated by the establishment of an "exempt" classification. These are low-cost items normally used in fairly large quantities which are charged directly to using accounts and not carried in store stock. There are two criteria for "exempting" an item: (1) it must be fast-moving; (2) it generally costs less than $1.00 per unit in which normally issued.

In addition to preparing the catalog and procurement forms, programming also called for the preparation of bin labels, Acme visible index cards and master item cards. The latter were, in turn, used to prepare the traveling requisition forms and are now filed by number and will be entered into the "memory" system of the Ramac 305 when it is installed next month.

With the installation of the 305, MoPac claims it will be the first in the industry to use electronic data processing equipment for the complete procedure of inventory control and material accounting.

The mechanization program is part of an overall streamlining of the road's P&S department. As happens whenever long-standing procedures are revised and brought up to date, surplus and obsolete materials have been found and disposed of. Likewise, some surplus job assignments have been discovered; other positions have been made unnecessary as procedures were streamlined. Although 17 positions have been eliminated to date in the general office and some 160 in stores, other positions have been created and many existing jobs upgraded considerably in terms of skill and salary.

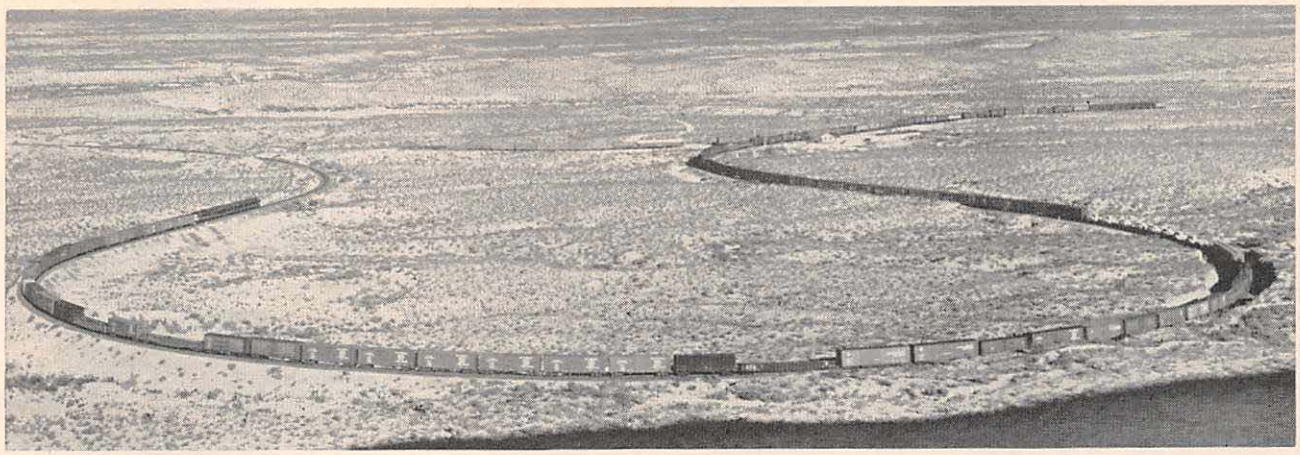
Over the past three years, 12 stores locations have been closed down as a result of improved procedures and transfer-supply methods. Two such moves were made last year. At the same time, employee morale is generally higher than it has been in years.

P&S Speakers Named

Breaking with tradition, the Purchases and Stores Division of the AAR has scheduled a number of speakers from outside the industry to address its 33rd annual convention this week (June 8-10) at Chicago's Palmer House.

Among the speakers will be: Gordon B. Affleck, president of the National Association of Purchasing Agents; Myron Chase, president of the Institute of Scrap Iron and Steel; Frank Walters, data processing consultant, formerly associated with Esso Standard Oil; Andrew Kennedy, vice president, purchasing and traffic, Westinghouse Electric; Paul Farrell, editor of Purchasing Magazine; and Heinz Luedicke, editor of the New York Journal of Commerce.

Illinois Central President Wayne Johnston will speak at Tuesday's annual luncheon. C&O Vice President and former Interstate Commerce Commission Chairman Owen Clarke will address the closing session.



SP to Bypass 78-Year-Old Horseshoe Curve in Texas

Southern Pacific's horseshoe curve in West Texas won't be around much longer. The road will spend more than $2,000,000 for 9.29 miles of new main track and sidings between Etholen and Small and installation of 75 miles of CTC between Belen and Sierra Blanca. Construction is under way. Line change will be built on new alignment north of the horseshoe curve. It will retire 11.53 miles of present main track and eliminate some 30 sharp curves. Track and signaling improvements will permit passenger train speeds of 75 mph and freight train speeds of 65 mph in the area. Present maximum is 30 mph. SP estimates the projects will save about 44 minutes in train operating time through the territory. The curve, built in 1881, gains more than 35 ft in elevation in 5,195 ft. The distance across the open end of the shoe is 565 ft.

New REA 'Survival' Plan Is Proposed

A reorganization plan designed to keep the Railway Express Agency in business under railroad ownership (RA, May 25, p. 60) failed last week to win the necessary unanimous approval of the 178 roads that are parties to the Standard Express Operations Agreement.

REA President William B. Johnson immediately announced that a second plan would be offered to the railroads. Its fate will be known when the REA board meets again July 2. The second plan, said Mr. Johnson, "contemplates a reorganization of the Agency's operations in a manner similar to that in the May 16 proposal and would provide the same advantages, but is modified as to the accounting features."

The reorganization plan has not been made public. Reportedly, as originally proposed, it would reapportion the cost of handling express shipments; give railroads greater freedom in routing shipments: permit greater use of highway carriers; and shift much express traffic from passenger trains to piggyback and freight trains.

Meanwhile, the REA board rejected, in effect, offers of non-railroad interests to purchase the storm-tossed Agency.

"The question of the purchase of the business by outside interests—Lehman Brothers, Morris Forgash, president of U. S. Freight, and others—was considered by the board but was not referred to the individual railroads because there were negative votes and it became obvious that the required unanimity could not be obtained in a canvass of any of the proposals that had been under consideration," Mr. Johnson said.

Prior to the REA board meeting, Santa Fe President Ernest S. Marsh had criticized what he said was a proposal in the reorganization plan to provide a "substantial money contribution—$5,000,000 a year—from other regions to the eastern group to avoid their threat of serving notices of withdrawal from the Agency by the July 31 deadline."

"The eastern region is already receiving more revenue per car foot mile on express business than the remainder of the country," said Mr. Marsh. "The losses arise mainly from a large volume of local express movements entirely within the eastern region, handled at rates below the out-of-pocket cost of performing the service. Too, the money donation seems inappropriate since the Santa Fe and other western roads are incurring passenger train deficits calculated under the ICC formula much larger per dollar of revenue than the eastern group."

He said Santa Fe would prefer continuance of REA, but "it is not indispensable to the handling of express by the railroads. Everyone knows that the vast volume of freight business is handled freely throughout the country today without any serious thoughts that an 'agency' could do it better or cheaper."

AIEE Committee Sets Meeting

Two technical sessions are scheduled for the summer and Pacific general meeting of the Land Transportation Committee of the American Institute of Electrical Engineers at Seattle, Wash., on Friday, June 26.

The morning session will hear the following papers read: "Automania Gives Way to Rapid Transit in the Bay Area" by John C. Beckett of the San Francisco Bay Area Rapid Transit District; "Planning for Public Transportation" by M. O. Anderberg of the Seattle Transit System, and "A Study of Mass Transportation Needs in Metropolitan Los Angeles" by C. T. Abbott of Coverdale & Colpitts.

The afternoon session will hear additional papers read: "A High-Capacity Maintenance-Free Generating System for Motor Coaches" by R. L. Larson of Delco-Remy Division, General Motors Corp.; "Multiple Unit Operation of Diesel and Electric Units on the Milwaukee" by Laurence Wylie, consulting electrical engineer; and "Semi-Conductor Rectifiers for Traction Power on Electric Railways" by V. E. Staff, DeLeuw Cather & Co., and S. B. Lent of Metropolitan Transit Authority.

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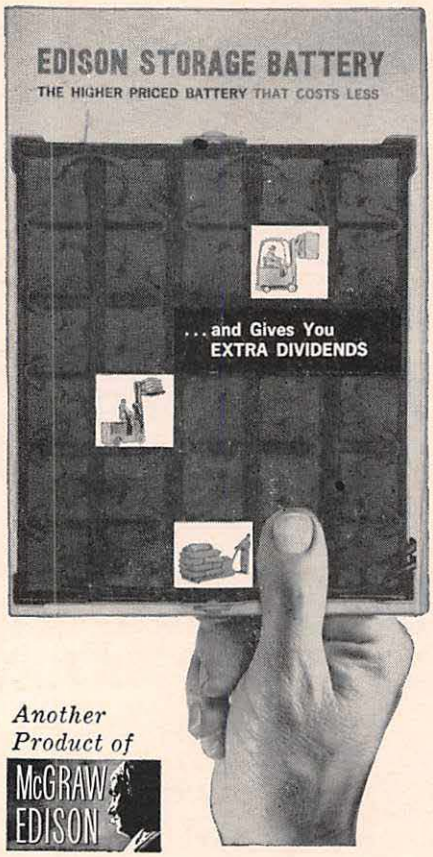

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SUPERINTENDENT'S ROLE

(*Continued from page 10*)

different audiences, different publics, so to speak, look to the superintendent for his interpretations."

Problems, Mr. Zimmerman added, "come down to you from the top and up through you from the bottom. You are the key figure in the disposition of most of a today's railroad's problems."

Robert G. Lewis, publisher of Railway Age, gave an illustrated talk on his 5,600-mile tour of Russian railroads, at the superintendents' evening session last Tuesday.

The three-day meeting closed Thursday with election of officers. C. C. Robinson, superintendent of car service, Monon, Lafayette, Ind., was named president of the association to succeed R. F. Jeter, superintendent of terminals, GM&O, Chicago. Vice presidents for 1959-60: C. D. Buford, assistant general manager, NYC, Cleveland; A. J. Cowie, superintendent, CPR, Regina, Sask.; W. B. Groome, superintendent, UP, Los Angeles; and A. W. Colnot, superintendent, B&O, Pittsburgh. The association's 1960 meeting will be held in St. Louis. It's the first superintendents' convention in a number of years to be scheduled for any city but Chicago.

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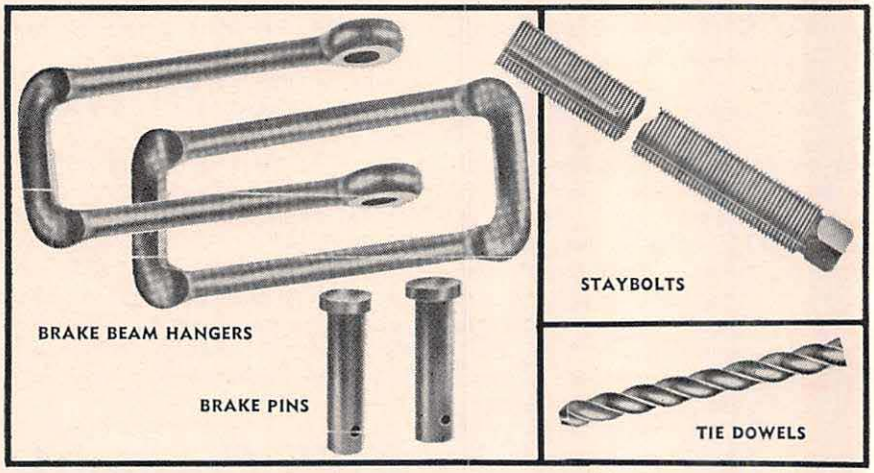

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Non-Ops Serve Holiday And Vacation Demands

Longer paid vacations and two more paid holidays per year are being demanded for their members by 11 unions representing non-operating railroad employees. The demands were served May 29 to comply with provisions of present agreements which call for seven-months notice if changes in holiday or vacation arrangements are to become effective for 1960.

They were announced in Washington by George E. Leighty, president of the Order of Railroad Telegraphers and chairman of bargainers for the 11-union group. Mr. Leighty said the group is still giving consideration to the demands it will serve for wage increases and changes in working rules.

The vacations demand is that the employees involved be granted two weeks, instead of one, after one year of service; three weeks, instead of two, after five years of service; and four weeks after 10 years of service, instead of three weeks after 15 years.

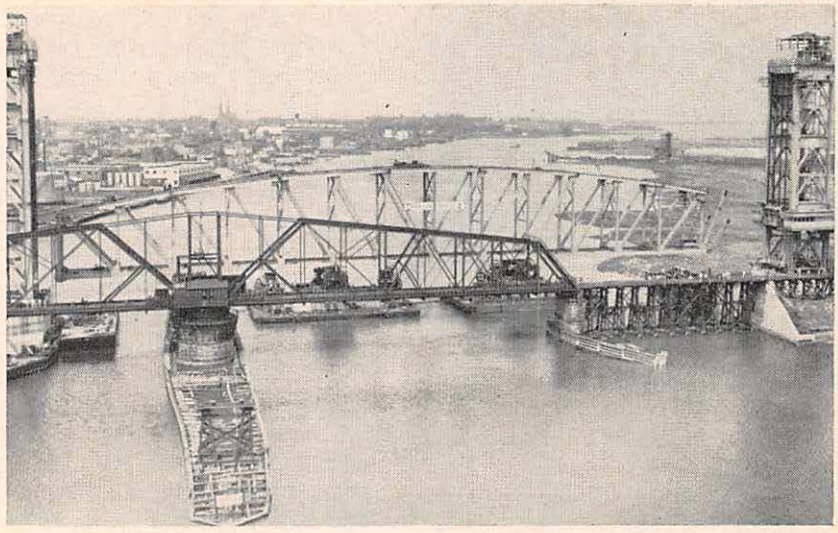
Changes in vacations rules are also proposed. One of these proposals would reduce from 133 to 90 the number of compensated days an employee would have to work in a calendar year to qualify for a vacation in the following year. Another would provide that an employee must be excused for the entire period of his vacation, or kept on duty the entire period and given a vacation later.

The holidays demand would raise the number of paid holidays to nine, adding Good Friday and Veterans Day to the present list which includes New Year's Day, Washington's Birthday, Memorial Day, Fourth of July, Labor Day, Thanksgiving and Christmas.

Mr. Leighty estimated that the cost of meeting these demands would be equivalent to about two per cent of the present non-op payroll. He also estimated that 5,000 additional jobs would become available if the vacations demand were granted in full.

Lackawanna Delays Action On Commuter Cut-Off

The Lackawanna, which had announced plans to end suburban service June 9, has now decided to wait a "reasonable length of time before taking this drastic action," President P. M. Shoemaker told the New Jersey Public Utility Commission last week. He cited the "rapid tempo of study" being given the commuter problem by the new State Division of Railroad Transportation, and Gov. Robert B. Meyner's announcement that he will call a special session of the legislature on the transit problem.



B&O Installs 'Longest' Vertical Lift Span

Staten Island Rapid Transit trains will travel soon over what is said to be the "longest vertical lift span" in the world. The 560-ft, 2,000-ton center section was moved into place by three barges, powered by four tugs, on May 31. Steel fabrication for the 5,000-ton span was done in U. S. Steel's American Bridge Division plant at Ambridge, Pa., and shipped by rail for major assembly at Staten Island. Cost of the entire project, totaling approximately $9,500,000, is being jointly financed by the federal government and the railroad. Staten Island Rapid Transit is a wholly-owned subsidiary of the Baltimore & Ohio.

NYC Meeting Hears Loan Plan

The $40,000,000 government-guaranteed loan New York Central is seeking (RA, June 1, p. 7) will be backed up by $20,000,000 in other funds for a $60,000,000 capital improvement program. Details of the road's plans were announced to stockholders at the annual meeting.

"The major improvements," President A. E. Perlman told stockholders, "are of the same nature as those we have made in the past: three new electronic yards and nine major installations of electronic traffic control." When the projects are completed in two or three years' time, Mr. Perlman continued, "they will result in savings of $14,000,000 a year, computed on the most conservative basis."

Three yards are scheduled, Mr. Perlman said: one at Indianapolis, one in the road's eastern district and one in the northern district. The yard at Indianapolis, for which ground was broken last week, will replace seven scattered existing yards. When completed, Mr. Perlman said, the $12,000,000 facility will return $2,900,000 a year in lower operating costs.

Noting that the government-backed loans being sought would all be used for capital improvements, Mr. Perlman commented that the New York Central is "beginning to catch up on" its deferred maintenance. From a year-end figure of 8.6%, Mr. Perlman said, "the bad order ratio is now 7.9% and we are currently spending $2,000,000 more per month for maintenance of way and maintenance of equipment than we were spending at the same time last year."

Two passenger stations in New York State were singled out by Mr. Perlman as examples of the railroad's efforts to bring costs under control. The station at Albany, Mr. Perlman said, will be replaced by smaller facilities across the Hudson at Rensselaer, with savings in operating costs and taxes expected to run $1,000,000 a year. Similarly, elaborate downtown facilities at Syracuse will be replaced by a more modest structure at East Syracuse, making possible the sale of the downtown right-of-way for a highway project.

Mr. Perlman said that he had been encouraged by last month's ICC report urging passenger service reforms (RA, June 1, p. 8). "I would like to make this promise on behalf of the New York Central," Mr. Perlman told stockholders. "If all concerned, including federal, state and local governments act firmly and promptly to implement the ICC's conclusions and recommendations, the New York Central will act just as swiftly to do its part to save and improve passenger service."

You Ought To Know...

Soo Line and Great Northern are planning to coordinate use of 47 miles of parallel track in North Dakota. The two roads would use 32 miles of GN track between Rival and Crosby, 15 miles of Soo Line track between Hankinson and Geneseo. A similar plan, covering coordination of approximately 54 miles of track in North Dakota and Minnesota, was worked out three years ago (RA, Jan. 23, 1956, p. 46).

Fines totaling $52,740 were paid during this year's first four months by 36 railroads for violations of the Safety Appliance, Hours of Service and Accident Reports Acts. This was reported by the ICC, which also revealed that the biggest payer was the Katy, which was assessed $5,750. Next came the Northern Pacific ($4,750) and the Milwaukee ($3,750).

Warm-weather uniforms will be donned by Long Island conductors and trainmen June 15. In a break with tradition, LIRR has abandoned the familiar Navy blue uniforms in favor of gray (with maroon lettering) lightweight tropicals. The cooler garb will be worn until Oct. 1.

New diner-lounge service will be inaugurated by the Milwaukee on its Chicago-Twin Cities "Pioneer Limited" June 10. The restyled diner-lounge cars which will be used will seat about 48 passengers —24 in the dining section and approximately the same number in the lounge.

Permission to increase commutation fares has been requested by the New Haven of the New York Public Service and the Interstate Commerce Commissions. The higher fares would begin July 1, are calculated to yield approximately $1,000,000 a year.

Western Pacific's Gilbert H. Kneiss, assistant to the president—public relations, has received the "Distinguished Nevadan Award" from the University of Nevada. The award is in recognition of achievements contributing to the economic and cultural advancement of the state of Nevada and the nation.

Rail-water-rail movements have been extended to service between Savannah, Ga., and New Orleans, La. Seatrain Lines, which is providing the service, has been granted temporary authority for the operation from the ICC. Seatrain ships plying between New York and New Orleans have been making regular stops at Savannah, but up to this point had not been permitted to load freight there.

Deficit-weary Chicago, Aurora & Elgin faces suspension of service after June 10. Its cash position won't permit continued operation, according to company attorneys. Service may be maintained to shippers accounting for about 90% of CA&E traffic, however, through negotiations with connecting lines —Milwaukee, Burlington, IC and Indiana Harbor Belt.

Jersey Central has won an interim increase of 20% in New Jersey intrastate commutation fares pending a decision on its request for a 40% fare hike. The road had asked the Board of Public Utility Commissioners for interim relief of 30%. The 20% increase will raise revenues at an estimated rate of $175,000 a year.

A Kanawha-type steam locomotive has been presented by the C&O to the Kentucky Railway Museum at Louisville. The 2-8-4 locomotive, No. 2716, was built in 1943 in Schenectady, N. Y. It was retired in June 1956 after running 455,000 miles in fast freight service.

Thomas J. Deegan has resigned as vice president—staff of the Alleghany Corp. Reason: growth of his own business affairs. Mr. Deegan resigned as vice president of the New York Central two years ago to form his own publicity consultant concern. He continues as public relations counsel for the NYC.

A 30-year mining lease to Montana Power Co., covering about 3,300 acres of Northern Pacific coal lands near Coalstrip, Mont., has been granted by NP. The deal is subject to federal government approval of assignment of government leases now held by the railroad. Coal reserves of more than 50,000,000 tons remain in the NP lands. Most of the coal is close to the surface, can be economically strip mined.

President Eisenhower said at his June 3 press conference that the recently-enacted liberalizer of the Railroad Retirement and Unemployment Insurance Act was about as closely balanced between advantages and disadvantages as any legislation he had approved. He noted that he did not sign it "until the last minute," and went on to say he was "quite certain" he would not take all its features and make them his own plan for increasing unemployment benefits for employees generally.

For the seventh consecutive year, Toledo, Peoria & Western has presented its "Man of the Year" awards honoring civic leaders from on-line communities. This year's winners: 22 men, three women, from 25 TP&W towns.

Richard G. May Dies

Richard G. May, vice president in charge of the operations and maintenance department of the Association of American Railroads, died June 2 at his Bethesda, Md., home of a heart attack. He was 55 years old.

Mr. May had been with the AAR since 1953. He had previously been assistant vice president of operations and maintenance for the New York Central, rising to that position in 24 years of service with that road.

As an AAR executive, Mr. May directed the association's largest department. It includes the operating-transportation, mechanical, engineering, car service and freight claim divisions, and special sections dealing with construction and maintenance work, safety, prevention of freight loss and damage, communications and signals.

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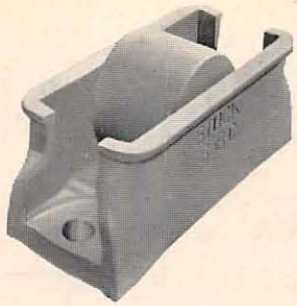

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ICC Prescribes—Now Let's Do It

The ICC report on the "Railroad Passenger Service Deficit" (RA, June 1, p. 8) is a competent and comprehensive document. It clearly sets forth the major causes of the present precarious state of passenger traffic—and points out with precision what must be done, and by whom, to restore the service to health.

Where the report falls short is in animation. The facts are there, but whether anybody gets up enough steam to act on them or not is strictly up to them. The ICC makes no high-pressure effort to sell its wares.

There are at least 8 groups which must act in concert to get the passenger business back on the rails. These are: railroad managements, railroad unions, the Defense department, Congress, the Administration, railroad regulators, state and local governments, responsible opinion leaders. No one of these groups is solely to blame for present unhappy conditions. No one of these groups, alone, can set things right.

Whose job is it to exercise the necessary leadership—to induce these groups to act, and to act in unison? Our hope is that railway managements, with unions cooperating, will lead off—but any of the other groups can take the initiative, and will doubtless do so if railroaders do not.

The contributions that each of the 8 groups can (and must) make to get railroad passenger service into the black—hence assuring its continuance to the degree needed in the public interest—may be summarized as follows:

- RAILROAD MANAGEMENTS—Make a systematic, industry-wide effort to reduce duplication and waste; and establish continuing scientific research (not just isolated experiments) into best equipment, marketing and pricing practices.
- RAILWAY UNIONS—Forego make-work and "pay for no work" rules.
- DEFENSE DEPARTMENT—Make up its mind how much railroad service it will need in the event of an emergency, and take the necessary peace-time measures to see to it that the railroad industry has the means to meet these needs.
- CONGRESS & ADMINISTRATION—End the 10% passenger tax forthwith. Exempt from railroad income taxation any sums made available to railroads through "tax forgiveness" by state and local governments. Quit playing favorites in transportation promotion—and spend no money on rivers, harbors, highways or airports that is not compensated for by the users of these facilities.
- REGULATORS—Give the railroads a free hand in pricing their service, and in abandoning runs that don't pay their way.
- STATE & LOCAL GOVERNMENTS—Ease up taxes on railroad passenger facilities, and quit playing favorites to non-railroad transportation. Be prepared to pay cost-plus-a-fair-profit for any service railroads are required to continue which cannot be supported by fares.
- OPINION LEADERS—Although the ICC doesn't mention this category, they are an integral part of the picture. Most such people are aware that optimum allocation of the nation's productive resources cannot obtain in transportation—so long as government freely supplies limitless capital funds for highways, waterways, airports—while it leaves the railroads to their own devices, taxing them pitilessly. There is an ancient Anglo-American political tradition that responsible and informed citizens—who witness the perpetration of a notorious wrong—should raise what is known as a "hue and cry." It is to the shame of America's opinion leaders that there are so many of them fully aware of what's going on, but too timid to raise their voices.

IT'S UP TO MANAGEMENTS: All of the foregoing groups are concerned in the near debacle of passenger movement by rail—and all of them must work together to find and apply the means to a solution, which the ICC has competently outlined. The first step in the desired direction is adequate publicity among these groups of the ICC's findings. And this is a step that is well within the capacity and authority of railroad managements. We believe they should proceed to it with all the skill and vigor at their command.

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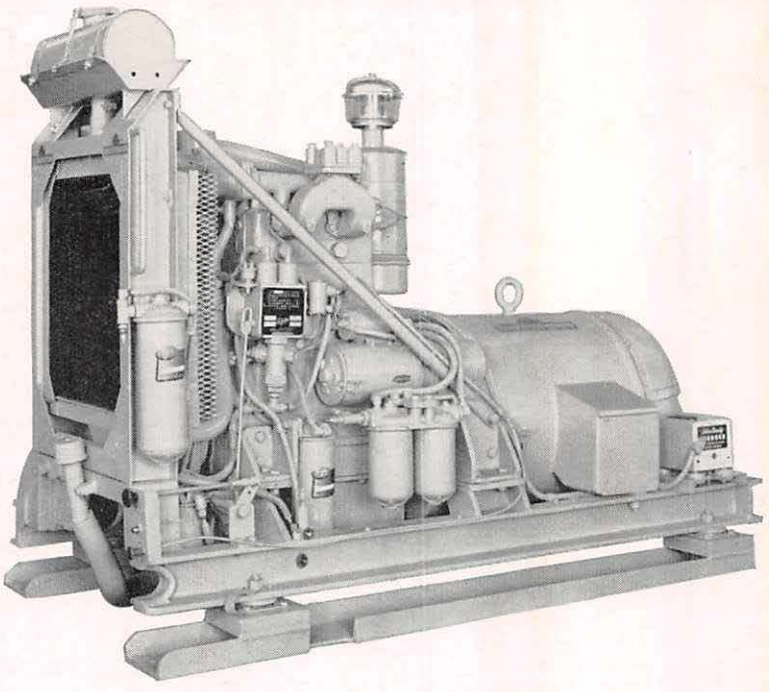

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